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OF THE SOUL
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FULL COURT OF APPEAL.

POSTMAN'S SENTENCE CONFIRMED.

INTERESTING ARGUMENT.

A session of the Full Court of Appeal, comprising Mr. H. H. J. Gompertz, Acting Chief Justice, and Mr. J. R. Wood, Acting Puisne Justice, was held yesterday, when Mr. F. C. Jenkin (instructed by Mr. A. E. Hall of Messrs. Lo and Lo) argued the appeal of The Tak, a postman who was recently convicted by Mr. N. L. Smith, Magistrate, and sentenced to hard labour for three months, on a charge of having feloniously stolen, embezzled, secreted or destroyed a letter belonging to the Postmaster-General.

The Hon. Mr. J. H. Kemp, K.C., Attorney-General, argued the case on behalf of the Crown.

In accordance with Section 68 of the Magistrate's Ordinance, 1900, Mr. N. L. Smith set forth the facts and the grounds of his conviction of the appellant in the following statement:—

Upon the hearing of the complaint it was proved on the part of the Respondent, and found as a fact, that the Appellant was at 12.30 p.m. on 14th April 1929 given the key of a certain pillar-box together with a tablet marked "3 p.m." for insertion on that pillar-box after clearing; that a certain letter was posted in the said pillar-box by the Respondent at 12.30 p.m., the tablet marked "3 p.m." being at that time on the pillar-box; that the Appellant was watched immediately on his return to the General Post Office from clearing pillar-boxes and that the letter in question was not found among those which he had brought back to the G.P.O.; that the said pillar-box was then visited by the Respondent and found by him to be locked and to bear the "3 p.m." tablet, but not to contain the missing letter; and that the letter was subsequently discovered in the main drop-box of the G.P.O. in an open condition.

It was admitted by the appellant that the said proceedings had before me were legal and regular, and that the said conviction was properly made.

It was contended on the part of the appellant that the time allowed for his tour of the pillar-boxes was not sufficient to allow him to do more than clear them, that the respondent's handwriting on the letter in question was well known to him, and that the offence had not been proved.

I, however, being of opinion that, even had the letter not been subsequently discovered in an open condition, the offence of secreting had been proved, and that therefore the evidence given before me, brought the case within the operation of Section 36 (a) of the Post Office Ordinance (No. 8 of 1900) gave me determination in the manner aforesaid.

The question of law arising on the above statement for the opinion of the Court therefore is whether the alleged offence has been sufficiently proved circumstantially by the negative evidence of the absence from the letters duly brought by the appellant to the Post Office of one particular letter posted in a pillar-box to which he alone had access.

Mr. Jenkin said that his appeal was both on the question of law and by way of an application for a rehearing or the admission of certain further evidence. After having dealt with Section 36A of the Post Office Ordinance, under which the appellant had been convicted, he said that the offences with which the appellant had been charged was a felony, and therefore to justify a conviction it must be found that whatever was done was done feloniously.

The facts of the case, as detailed by Mr. Jenkin, were as follows:—At 12.30 p.m. on April 14th a certain letter was posted in the pillar-box at the junction of Peak Road and Garden Road by Mr. Watt, Inspector of Post Offices. The letter now produced in Court was six weeks old and therefore the Court would appreciate that it was now in a rather more dilapidated condition than it was. The letter was stuck down and sealed with three pieces of wax. It contained merely waste paper. It was addressed to "Mrs. Lander, Bishop's House, Hong Kong." Perhaps it was so addressed to make the appellant believe—Mrs. Lander being of a charitable turn of mind—that the letter contained money. At 1 p.m. the box was cleared by the appellant and the "3 p.m." tablet, indicating when the box would next be cleared, was inserted. At 1.50 p.m., having completed his tour, which he should mention was an extensive tour, the appellant arrived at the Post Office. He was then immediately arrested by Mr. Watt, who conducted a rigorous search of his person. The letter in question was not found on his person or among the letters which he had brought to the Post Office. At 2.30 p.m. the main drop-box of the Post Office was cleared, in the ordinary course.

Mr. Justice Wood: "You mean that it should have been cleared?"

Mr. Jenkin: "I am assuming, my Lord, that everything happens as it ought to in the Post Office."

Continuing, Mr. Jenkin said that the main drop box in the Post Office was opened once every half an hour. At 3 p.m., when the box was opened, the letter was found; therefore it was conclusive, if the box was properly cleared at 2.30 p.m., that someone must have posted the letter between 2.30 p.m. and 3 p.m. The appellant had all this time been detained, therefore he could not have posted it. The difference was that at 3 p.m. the letter was found open. He would invite inspection of the letter, which would show that it had either been very carefully opened with a sharp instrument, or that it had been very carelessly closed in the first instance. On these facts the Magistrate had convicted the appellant of a felony.

Dealing with the Magistrate's statement of the case, Mr. Jenkin said that, in effect, Mr. Smith said that even if the letter had been found in its original state, the postman would be guilty of a felony in having secreted the letter. He had with him a newspaper account of the case, which he proposed to refer to.

Mr. Kemp objected to any statement based on a newspaper account.

Mr. Jenkin said he was only referring to it because it was substantially correct, and contained certain statements which do not appear in the Magistrate's notes. He read copies of correspondence which had passed between Mr. Hall, the Solicitor, and Major Willson, First Clerk to the Magistracy. In the latter's communication, he said that Mr. Smith admitted that the newspaper report forwarded was substantially correct.

Mr. Kemp said that did not make it admissible.

Mr. Justice Gompertz reminded Mr. Kemp that the Magistrate had accepted the newspaper report as correct.

Mr. Kemp replied that the facts stated by the newspaper were not sworn to as correct. There was no evidence on oath at all. It was obviously incorrect in one point, when it stated that the postman handed the letter to Mr. Watt. He objected on principle. The newspaper contained a report of the solicitor's speech. How could that be admissible? It was no more evidence than any statement made by a Magistrate in a transcript to a friend. The other reason for his objection was that a record of the proceedings as taken by the Magistrate was the only conclusive evidence, and no other evidence could be admitted. The Ordinance laid down that the Magistrate should take a full note, and no other evidence was admissible. He quoted cases in support of his submission.

Mr. Justice Gompertz observed that if the newspaper report had been sent to the Crown Solicitor, and the latter had said it was substantially correct, it would have been an admission. If sent to the Magistrate, it would not be an admission in law.

Mr. Kemp said it would not be an admission.

Mr. Jenkin said if it affected the question at all, he might say that he only wanted to refer to the statement made by the Magistrate as reported in the newspaper.

Mr. Kemp said on that point he strenuously objected. It was quite inadmissible to refer to this. There was no evidence on oath that the Magistrate had said what was put down to him in the newspaper. If Mr. Jenkin was going to draw minute points of what the Magistrate is supposed to have said, he must object. What the Magistrate had to say he said in the case he had stated. Mr. Kemp quoted several cases supporting his submission, that a Magistrate's depositions are the only admissible record of any proceedings. He submitted that the case stated was the only thing which the Court could look at for the purpose of finding out what the Magistrate had said.

Mr. Jenkin pointed out that the criticism that the Magistrate's statement in regard to the proceedings being substantially correct was not on oath would not hold good because the case stated by the Magistrate was also not on oath. He desired to use the newspaper statement because it was to be found nowhere else, and because the statement showed the road by which the Magistrate had eventually found the appellant guilty.

Mr. Justice Gompertz said that it might have been possible to ask the Magistrate to amend his case stated by putting in the newspaper report.

Mr. Jenkin replied that that might have been done. He had not thought of it.

Mr. Justice Gompertz said that there was, of course, the possibility that the Magistrate might not have amended it.

Mr. Jenkin said that if the Court thought it was improper to press the point, he would disregard the newspaper report.

Mr. Justice Gompertz said that the Court upheld Mr. Kemp's argument, and held that the newspaper report was inadmissible.

Mr. Jenkin then proceeded to deal with the meaning of the word "secrete," so as to show that the appellant had not been feloniously guilty of the offence with which he was charged. After quoting several cases, Mr. Jenkin said that, according to the Magistrate's view of the law—as expressed in the following sentence in his case:—"Even had the letter not been subsequently discovered in an open condition, the offence of secreting had been proved"—if the letter turned up in its original condition, that, *per se*, constituted the felony of secreting. The Magistrate held that he must convict because Section 36A of the Post Office Ordinance made no allowance for accident or neglect; that if the appellant had accidentally dropped the letter and someone else had found it, the appellant would still be guilty of a felony, although the dropping was accidental, or even through neglect. The Magistrate drew his conclusions of guilt from facts which would be present in a case of mere negligence by the Post Office in the collection of letters. In an offence of this description, it was necessary that there should be proof of intention to do something wrong.

Mr. Justice Gompertz intimated that the Court was with him on that point—that there must be proof of intention and not of mere accident.

Mr. Jenkin submitted that in this case there was not more than the mere suspicion that the appellant opened the letter, that he found it worthless, and that he threw it away or put it into another pillar box. There was no evidence of this. It was far more likely that the letter went to the pillar box through a member of the general public, who had picked it up very soon after it had been dropped by the appellant. He quoted other Post Office cases to show that there was distinct evidence of criminal intent before a conviction was registered. He said that on the facts there might be a grave suspicion, but not a proven case of feloniously secreting the letter. There was nothing to show that the letter came to the Post Office by reason of anything done by the appellant.

As regards his application for a rehearing and for the admission of further evidence, Mr. Jenkin said he desired to bring evidence to prove that the handwriting on the envelope was well known to the appellant and to all the other postmen, because Mr. Watt conducted a school for postmen in one of the basements of the Post Office and he had to copy out notices and regulations for the guidance of the postmen. He wanted, further, to bring evidence that as soon as the letter was found it was recognised as being in the handwriting of Mr. Watt. He wanted to adduce evidence to show the nature of the appellant's tour, for the purpose of showing that it was through a populous district, and the appellant would have neither the time nor the opportunity of opening the letter in the careful manner in which it had been opened. He wanted to bring evidence that, on the very morning of the happening, the appellant, when on another tour, found in a letter box an unaddressed and unstamped parcel. This parcel the appellant took to the Post Office and gave to Mr. Hynes. This incident was not altogether valueless, because it would tend to show that on the same day the appellant did not altogether ignore the duties which his position had imposed upon him. Also, and he did not wish to press this point, he had to point out that the defendant in answer to his solicitor, replying doubtless to questions which had been put to him, did not deny the charge in any shape or form. The appellant, said Mr. Jenkin, is little more than a schoolboy; he is 18 years of age, now, according to the Chinese reckoning, and he was taken on at the Post Office about 13 months ago. He asked leave to develop the evidence on the points he had stated. On the law, the conviction was bad; there was no evidence to show that the appellant had done anything in connection with the letter.

Mr. Justice Gompertz said that in the opinion of the Court, paragraphs 7 and 8 of the Magistrate's statement of the case amounted to this—that it was the postman's duty to bring the letter to the Post Office, and that his arrival without the letter was sufficient to convict him. So far as Mr. Jenkin contended that these facts were not

sufficient to support the conviction, the Court was against him. The Court was prepared to hear Mr. Jenkin on the question of evidence, subject to anything which the Attorney-General might have to say.

Mr. Kemp said he had intended to address the Court on four points, but if the Court thought, on the facts, that there was sufficiently grave doubt of the Magistrate's conviction, he had nothing more to say on that matter. He proposed to address the Court on the facts. Mr. Kemp then dealt with the general principles laid down in granting a rehearing, and mentioned several appeal cases, in which various principles had been laid down, which had come up in the Appeal Court of Hong Kong in past years.

Mr. Kemp said, on the question of admitting fresh evidence, it was open to the Court to consider the case on the Magistrate's depositions. In this case, Mr. Jenkin asked for permission to bring in fresh evidence to prove several things. Mr. Jenkin wanted to put in evidence to show that the handwriting of Mr. Watt was well known to the appellant. That evidence might have been produced at the hearing. If that evidence was called, he (Mr. Kemp) would ask for permission to call evidence to show that the handwriting on the envelope was disguised. As regards the evidence which Mr. Jenkin wanted to call that the handwriting was recognised at the Post Office, he wished to point out the extreme danger of admitting such a statement at the present time, when it might well be manufactured. Mr. Jenkin had stated that the appellant's tour was through a populous district. Their Lordships would know the district, or a portion of it, Peak Road and Garden Road. They would realise how easy it would be for the appellant to slip behind a tree and open the letter. This evidence which Mr. Jenkin wished to call was not of such a nature as would justify a departure from the usual rule and admitting evidence which could well have been called earlier. He submitted that the story about the appellant finding a parcel earlier in the day and restoring it to the Post Office was irrelevant. The fact that the appellant had resisted temptation on one occasion did not prove that he had resisted it on the second occasion. Besides, the parcel was not as valuable to the finder as a \$10 note would have been to him. On the point of fresh evidence, he submitted that none of the evidence he was proposing to call was decisive evidence; some of it might be dangerous because it may have been invented afterwards. No good reason had been given why this evidence should not be allowed.

On the facts of the case, Mr. Kemp submitted that there was enough evidence to support the conviction. He would go further, and say that the evidence led to no other conclusion. The appellant had the only key of the box, the letter was in the box, and he must have taken it out. He did not deliver it at the Post Office, with other letters which he had taken out at the same time. The seals on the letter and its bulk would suggest that it contained paper money. The letter clearly had been fastened down with gum and waxed, and it did not require great care or a long time to open it. It was possible the appellant had handed it to an accomplice to open it. There was no money inside, and the accomplice had re-posted it. He thought there were three theories possible, any one of which would make the facts consistent with the prisoner's innocence. The first theory was that someone unconcerned with the prisoner had duplicated keys of the letter box, and made it his particular form of crime to open the box and steal the letters. This was, however, impossible, else there would have been wholesale reports. As it was seldom that valuable were posted at a letter box, the game would not be worth the candle. Further, if an outside thief had taken the letter, there would have been no motive in re-posting it. The letter did not contain waste paper, as Mr. Jenkin had said, but contained a G.P.O. form, addressed to return the form to the Post Office—a method adopted by the Post Office to check irregularities. Being a postman, the defendant knew that if the form was not re-posted and later returned to the G.P.O. by the addressee, enquiries would be made. The second theory, another impossible one, was that the letter was stolen or mislaid at the G.P.O. Mr. Watt was waiting at the Post Office specially for the appellant, to see if he would produce the letter in question from among those he had collected, and there was no possibility of its having been stolen or mislaid once the appellant had reached the Post Office. The third theory was that, in opening the box and clearing it, he dropped the letter on the road. This was most unlikely, but not impossible. If he had dropped the letter, it must have been picked up by either an honest person or a dishonest person. If an honest person had found it, he would have posted it unopened. If a dishonest person had found it, he would have thrown it away. He certainly would not have waited to the Post Office and posted it. The evidence, Mr. Kemp thought, pointed clearly and decisively to guilt.

Mr. Jenkin said he had nothing further to submit. The Attorney-General had introduced a possible theory that another person might have handled the letter. If that was a possibility, it must weigh as much in favour of the appellant as against him. There must be grave doubts that the appellant had done it all, and if these doubts existed, it would not be in accordance with the strictest canons of justice if the appellant was not given the benefit. The fact that no instrument was found on the appellant when he was searched at the Post Office, was merely some evidence that he did not open the letter for it undoubtedly needed a sharp knife to open the letter.

The Court, having considered the verdict, refused the application for a rehearing, and confirmed the conviction. No order was made as to costs.

THE KING'S BIRTHDAY. RECEPTION AND BALL AT GOVERNMENT HOUSE.

On Thursday evening His Excellency the Governor and Lady Stubbs will receive guests to the Ball Room at 9.15 p.m., there being a Private Entree at 9 o'clock for those who have received Private Entree cards. Guests are kindly requested to arrive promptly and to bring with them a card with their name written thereon to be handed to the Aide-de-Camp in the Ball Room.

The Ball will commence at 10 o'clock, and at 11.30 p.m. Supper will be served downstairs in the Supper Room.

The regulations of chairs and other conveyances will be under the control of a Police Inspector to whom guests requiring any information should apply.

Special Trams are arranged for the following hours:—

1 a.m., 1.30 a.m., 1.45 a.m., 2 a.m., 2.15 a.m.
A Special Ferry will leave for Kowloon at 2 a.m.

WAS IT A POLITICAL MURDER?

MAN STRANGLED TO DEATH.

KAIS AND NOSE CUT OFF.

Members of the local detective force are engaged in investigating a murder, which at the present moment seems surrounded by considerable mystery. On Saturday afternoon a well-known contractor of the Colony was returning to the city in his ricksha along Pokfulam Road and when he neared an isolated part, he noticed the body of a man, stark naked lying in a drain. He examined the body and found that the ears and nose had been cut off. The face was covered with blood and round the neck was a thin rope, which evidently had been used for strangling the man, after he had been tortured for the rope penetrated into the flesh, leaving a ghastly cut. The deceased seems to have been a stranger to the Colony, for although the Police have announced the discovery of the body, and have given a description of the man, nobody so far has come forward to identify it. The Police believe it to be the deed of some men for either political purposes, or as a result of a quarrel arising over an opium deal.

FATAL RESULT OF FACTION FIGHT.

SANITARY BOARD COOLIES
CHARGED WITH MURDER.

Fatal consequences resulted in a faction fighting between Sanitary Board coolies and street coolies, which took place a few days ago. A number of street coolies severely assaulted a Sanitary Board coolie and the latter, collecting his gang, attacked the former, one of whom was fatally stabbed and two of the assailants were arrested and were charged, yesterday, with the murder. The case was remanded.

TWICE ARRESTED IN ONE DAY PERSISTENT FLOUTING OF POLICE.

A little Chinese girl, who had been sent out by her parents to hawk cigarettes for sale without a licence, found herself arrested by the same policeman twice in the course of one day. The girl was found on Saturday morning obstructing traffic in Jubilee Road by placing a tray of cigarettes on the road for over half an hour. A Chinese constable arrested her and took her to the Central Police Station where she was allowed out on bail of \$5, which her father paid. Instead of resisting from disobeying the law she was seen by the same constable, an hour later, again plying her trade on the public road. She was re-arrested and charged at the Magistracy, yesterday, with obstruction, was fined \$5 and warned not to appear in Court again.

FELL INTO BAD COMPANY. PICK-POCKET'S TALE.

A Chinese, who was charged at the Magistracy, yesterday, with picking the pockets of a compatriot, admitted the offence and said he was forced to do it "through force of circumstances." He came to the Colony about ten days ago to purchase some goods for his shop. He fell in with bad company and gambled away the money he had brought. Being destitute and starving he thought of robbing someone.
Mr. Smith, sentenced defendant to six weeks' hard labour.

HONGKONG ARTS CLUB. THE THIRD EXHIBITION.

The third monthly meeting of the Arts Club was held yesterday afternoon at the Peak Hotel. Mrs. Humphries and Mrs. Bowen being the hostesses for the occasion. They are to be congratulated on the afternoon's success, the exhibition of pictures proving to be one of exceptional merit and interest. The drawing-room and lounge of the hotel, with its space and good-lighting, were a fitting setting for the large number of pictures sent in—close on four dozen—which were thus seen to advantage. The chief interest in the exhibition consisted in the work of a large number of new artists, whose work challenged and even threatened to surpass that of the older members: the handsome mounting and framing of the majority of the pictures was also a noteworthy and a very pleasing feature of the exhibition, as it seemed to point to a greater pride in and care for their work among the exhibitors, which was highly commendable.

The subject set for the month, was "Flowers" and this would appear to have been a favourite, judging by the number of flower studies sent in, which greatly exceeded those of a general character. Among the new artists special mention must be made of the work of Mr. Byon of the Hongkong University who exhibited two fine studies in water-colour of *Hydrangea* and *Camellia*, very striking and effective in their dark setting and sombre frames. But the study which carried off the prize was a large and delicate piece of work by Miss Bowen of delphinium in a porcelain bowl, the painting and colour scheme of which was greatly admired. Of the general subjects the prize was won by an artist new to the Colony, Miss Boka Kave, a Russian lady, who sent in no less than eleven contributions. She has a free impressionistic style that arrests attention, and her study of an interior, which won the second prize, was a work of rare merit. Her colouring was rich and pleasing, and her handling of the light falling through the open window through the light curtains on to a bowl of flowers upon a rich inlaid table was masterful. It is hoped that more of this lady's work will be seen in the future. Another very pleasing feature of the exhibition was a beautiful little pen and ink sketch, by Lady Stubbs, of an old Gothic courtyard with the glimpse of a square-towered church behind, such as one often sees in Cathedral towns at home. The drawing was good, the penmanship delicate and graceful, and the light and shade well and truthfully managed, the whole effect being simple and pleasing.

Among the older members of the club Colonel Loring's large oil sketch of a wave in the act of breaking took a conspicuous place. It was a simple but fine piece of work, and we confess we think Colonel Loring happier in his broad studies of sea and rock than in his better known, though, to our mind, less artistic studies of junks. Mrs. Loring's two studies of typical Hongkong scenery of hill or terrace overlooking the sea with islands in the distance showed distinct improvement on her former work; but the three pieces exhibited by Mr. Coles, whose work last month attracted so much attention, were disappointing. Mrs. Humphries, on the other hand, surpassed herself in a beautiful piece of black and white, "The Dryad," a work of great imagination and wonderful grace and delicacy of workmanship. Mrs. Eritten and Mrs. MacPherson both had beautiful studies typical of their respective styles, but among the older artists it was particularly pleasing to note the reappearance of Mr. Blason whose study of a junk sailing towards a golden sunset was a thing of real beauty fully of feeling and poetry.
A novel and pleasing feature was a number of large photographs shown by Dr. and Mrs. Jordan. These fine works were evidence of the artistic effects that can be obtained by the skilful use of the camera, and it is suggested that photography might be given a regular place in the work of the club in future.

THE SUGAR SITUATION.

TWO OR THREE YEARS TO RETURN TO NORMAL.

Mr. Herbert C. Hoover, before the House Committee on the investigation of sugar, estimated that two or three years will be required for the sugar situation to get back to normal.
Expressing as his off-hand opinion, he asserted there would have been a less rapid rise in domestic prices, had Attorney-General Palmer not agreed that the Louisiana producers could sell their crop at 17 or 18 cents.

THE "NAMSANG" GOLD ROBBERY.

HOW THE THEFT WAS CARRIED

At the Magistracy, yesterday, a Chinese was charged with being concerned in the theft of G.40,000 from the *Yan Nang*, on the voyage between Hongkong and Singapore.

Mr. Turner, prosecuting, stated that the cargo of the vessel, when it left Hongkong in November, included a number of cases of gold \$20 pieces which were being sent by the Chartered Bank to the agencies at Singapore and Penang. The boxes were placed in the strong room and on arrival in Singapore some of the boxes were delivered to the Bank authorities at that port. The strong room was then locked up and the journey to Penang commenced. When the agents at Penang came to take delivery of the money six boxes were found to have been broken up and the money extracted. The money had not been recovered. The theft was not discovered till Penang was reached and he had evidence to prove that it was committed at Singapore.

Mr. D. G. Burleigh, second officer, said that on November 11th, 1919, he received a consignment of gold aboard the vessel. This cargo was placed in the strong-room under his personal supervision, and witness kept the keys. He signed the bill of lading as correct. The other cargo in the strong room included some boxes belonging to the officers of the vessel. There was no opium on board, as it was not customary to take opium from Hongkong to Singapore. The vessel arrived at Singapore on November 18th where the mails and some of the cases of gold were delivered. At that time he did not notice anything wrong with the room. On the day of sailing for Penang a few bags of mails were brought on board and not wishing to open the strong room door witness opened the hatch, which was double-locked and had two locks, and put the mails into the strong-room from the top. Three men, belonging to the crew, deserted the ship at Singapore. This was the first time this had occurred since he had been on the vessel. When Penang was reached the Bank authorities came to take delivery of the gold. Witness tallied the boxes and found that six were short. The broken pieces of the boxes were discovered about six feet away from the place they had been originally placed in. There were three or four coolies working in the strong room at the time and it was not possible for them to have broken the boxes as witness was standing near. The room was inspected and it was then discovered that a hole had been drilled into the plate, about one foot long and six inches wide which had been covered by putty to prevent light going through and attracting notice. The men had also cut through thick wood which lined the room. It had the appearance of having been done some time ago.

The hearing was adjourned.

THE "FAUSANG." A TOTAL WRECK.

The *Fau Sang*, which went aground in the Hainan Straits last Wednesday morning, is now reported to be a total wreck, the vessel's back being broken. Both her bow and stern are under water.

Mr. A. M. Henderson, third officer, of the *Fausang*, and Messrs. S. E. McKinlay, J. Robertson, and W. Tweedie, second, third, and fourth engineers, respectively, were brought to Hongkong by the Norwegian steamer *Childer*, which arrived on Saturday from Hongkong. The Captain, Mr. F. J. Gill, the Second Officer, Mr. J. Lindsay, and the Chief Engineer, Mr. S. Thomson, were taken to Hoihow by the *Kam Ying Fat*.

The Indo-China Company's s.s. *Wing Sang* with a relief party, was despatched to the scene of the wreck, on Saturday morning. It was stated that, before the arrival of the destroyer *Fame*, Chinese fishermen were busy looting the stranded vessel.

CONCERT ON SATURDAY NIGHT.

What promises to be an unusually good concert will be given at the old Chamber of Commerce Room, City Hall, on Saturday next, June 5th. Mr. D. F. Amelias has the reputation of being one of the few artists who have taken the mandoline seriously. Such compositions as *Literary Fantasia* on Gounod's *Traité Technique*, *sky's Romance*, etc., are said to receive a very unfamiliar interpretation, on the mandoline and the contributions of Mr. Amelias should be very attractive. Madame Amelia Silvestri, an Italian prima donna, who has appeared before royal personages, will contribute numbers by Puccini, Poulton, Pissotti, and Mascagni. Professor Danenberg, the well-known local pianist, is also assisting.

THE SHIPPING DISPUTE. ARBITRATION AWARD ANNOUNCED.

We have received from Mr. W. J. Stokes, Branch Secretary of the Marine Engineers' Guild, the following statement showing the awards made by the Board of Arbitrators, Messrs. J. Owen Hughes and N. L. Watson, appointed by joint consent to enquire into the shipping dispute which came to a head in December last, when about 60 vessels were held up by a strike.

On steamers of 250 tons gross tonnage and less.—Master \$303, Chief Engineer \$300.

On steamers of from 251 to 500 gross tons.—Master \$330, Chief Engineer \$310, Chief Officer and Second Engineer \$280.

From 501 to 750 gross tons.—Master \$355, Chief Engineer \$330, Chief Officer and Second Engineer \$290.

From 751 to 1,000 gross tons.—Master \$403, Chief Engineer \$355, Chief Officer and Second Engineer \$300.

From 1,001 to 1,500 gross tons.—Master \$453, Chief Engineer \$395, Chief Officer and Second Engineer \$310.

1,501 to 2,000 gross tons.—Master \$503, Chief Engineer \$440, Chief Officer and Second Engineer \$320.

Above 2,000 gross tons.—Master \$570, Chief Engineer \$500, Chief Officer and Second Engineer \$330.

On boats of all tonnages.—Second Officers and Third Engineers will receive \$345 and Third Officers and Fourth Engineers \$235.

A food allowance is granted to all ranks, this being \$40 in the case of men on ocean-going vessels and \$25 to men on river steamers.

The award is made effective as from December 15th last.

Although the awards made mean an increase in every case, the demands of the men were for much higher rates than the arbitrators have awarded. For the sake of comparison, we give the rates originally asked for:—

Boats below and up to 250 tons.—Master \$470, Chief Engineer \$435, First Officer and Second Engineer \$385, Second Officer and Third Engineer \$350, Third Officer and Fourth Engineer \$340.

From 251 to 500 tons.—Master \$495, Chief Engineer \$451, First Officer and Second Engineer \$395, Second Officer and Third Engineer \$355, Third Officer and Fourth Engineer \$345.

From 501 to 750 tons.—Master \$520, Chief Engineer \$481, First Officer and Second Engineer \$425, Second Officer and Third Engineer \$385, Third Officer and Fourth Engineer \$345.

From 751 to 1,000 tons.—Master \$570, Chief Engineer \$527, First Officer and Second Engineer \$465, Second Officer and Third Engineer \$425, Third Officer and Fourth Engineer \$350.

From 1,001 to 1,500 tons.—Master \$620, Chief Engineer \$574, First Officer and Second Engineer \$510, Second Officer and Third Engineer \$470, Third Officer and Fourth Engineer \$355.

From 1,501 to 2,000 tons.—Master \$670, Chief Engineer \$620, First Officer and Second Engineer \$555, Second Officer and Third Engineer \$510, Third Officer and Fourth Engineer \$360.

Over 2,000 tons.—Master \$720, Chief Engineer \$663, First Officer and Second Engineer \$600, Second Officer and Third Engineer \$560, Third Officer and Fourth Engineer \$370.

REVISED SALARIES ON RAILWAY.

The revised salaries for Railway Department are:—

Manager, £900 to £1,100 by £25 annually.

Engineer of Way and Works, £700 to £850 by £25 annually.

*Locomotive Superintendent, £620 to £700 by £20 annually.

Chief Accountant, £600 to £700 by £10 annually.

*Permanent Way Inspector, £320 to £350 by £10 annually.

*Traffic Inspector, 1st Class, £320 to £350 by £10 annually.

*Traffic Inspector, 2nd Class, £290 to £300 by £10 annually.

*Free Quarters.

Mr. Winslow is granted £100 non-pensional personal allowance.

The Chief Accountant should pay 6 per cent. on salary for rent of quarters.

Mr. Winyard becomes Traffic Inspector, First Class. Mr. Cuff becomes Traffic Inspector, Second Class.

Mr. Winyard will receive an allowance of \$10 a month in respect of First Aid work.

BRITAIN'S WATCH ON OIL FIELDS.

PRESIDENT WILSON'S STATEMENT.

According to a special cable to the *Japan Advertiser*, President Wilson told the Senate that Great Britain had excluded Americans and other foreigners from developing or owning in any manner oil properties within the jurisdiction of the British Government.

LANE, CRAWFORD & CO.

FOR

USEFUL WALKING STICKS

AND

SILK MIXTURE COVERED UMBRELLAS

A

LARGE

AND

MOST VARIED

SELECTION

IN

MALACCA.

ASH.

NIEGRI

CANE.

WALKING

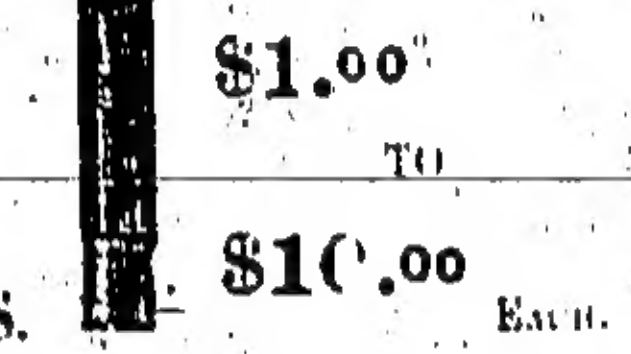
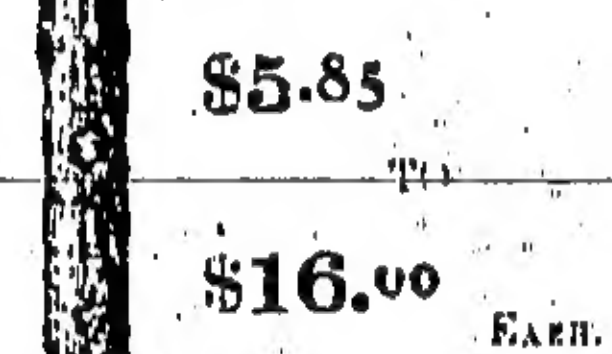
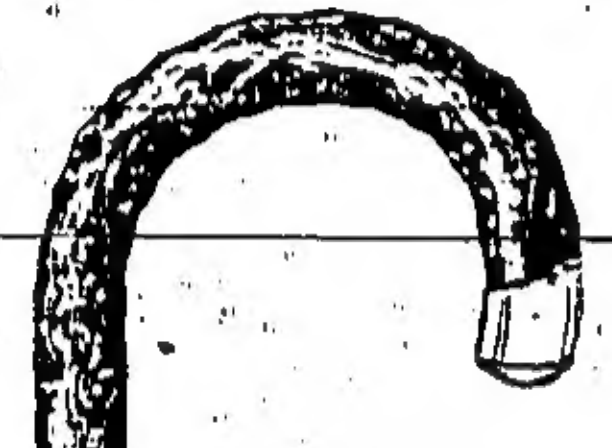
STICKS

From

\$1.00

TO

\$10.00



HAVANA CIGARS

JUST RECEIVED

PETIT FANCY TALES PER BOX OF 50 \$11.00

CAPRICHOS " " " " 10.50

REGENTS " " " " 10.00

STANFORDS " " " " 9.50

EPICURES " " " " 9.00

LANE, CRAWFORD & CO.

COLUMBIA DANCE RECORDS

A5772 ST. LOUIS BLUES FOX TROT PRINCE'S BAND
A5794 HESITATION BLUES ONE STEP
LADDER OF ROSES ON THE SHORE AT LEI WI FOX TROT
A5817 SOUTHERN ROSE WALTZ ORCHESTRA
A5838 WINE WOMEN & SONG
MISSOURI WALTZ
THE WALTZ WE LOVE

The Anderson Music Co., Ltd.,
16, Des Voeux Road. Tel. 1322.
117

Powell Ltd.

TELEPHONE 346

BATHING SEASON

WE HAVE A LARGE ASSORTMENT OF
GENTLEMEN'S BATHING COSTUMES
IN ASSORTED FANCY MIXTURES.
PLAIN AND BARRED EFFECTS.

Prices \$2.50 to \$12.50.

KNITTED WHITE WOOL SWEATERS
ROLL OR POLO COLLAR AND
OPEN NECK.

GENTLEMEN'S HIGH CLASS OUTFITTERS.

NEW ADVERTISEMENTS

NOTICE

FROM JUNE 1st, 1920, and during the absence from the Colony of Mr. BERNARDINO BASTO, Mr. J. P. BRAGA will be in sole charge of our business and will sign our firm per Procuration.

BASTO & CO.
Hongkong, May 31st, 1920.

NOTICE

WE have This Day CLOSED our Office at No. 9, Queen's Road Central. All claims and existing contracts will be dealt with by our Agent, Mr. T. KAWASHIMA.

THE KULANGSU TRADING CO. LTD.
Hongkong, May 28th, 1920.

NOTICE

I have This Day established myself as Importer and Exporter at No. 8, Queen's Road Central.

T. KAWASHIMA.
Hongkong, May 28th, 1920.

NOTICE

I have This Day been appointed AGENT for THE KULANGSU TRADING CO. LTD.

T. KAWASHIMA.
Hongkong, May 28th, 1920.

FOR SALE

NEW and COMPLETE PLANT including Willey Table for crushing and concentrating Ore. Just arrived.

For particulars apply to
CARVALHO & COMPANY,
Machinery Department.

REPULSE BAY HOTEL

WEDNESDAY, JUNE 2ND:

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

THURSDAY, JUNE 3RD:

(KING'S BIRTHDAY)

ORCHESTRAL CONCERTS DURING

TIFFIN AND AFTERNOON.

FRIDAY, JUNE 4TH:

ORCHESTRAL CONCERTS DURING

TIFFIN AND AFTERNOON.

SATURDAY, JUNE 5TH:

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, JUNE 6TH:

ORCHESTRAL CONCERTS DURING

TIFFIN AND AFTERNOON.

FLYING THURSDAY, FRIDAY, SATURDAY

AND SUNDAY.

Each Day Commencing at 2.30 P.M.

Tickets for Flights and full particulars may be obtained at the HONGKONG HOTEL, Main Office, or at REPULSE BAY HOTEL.

Insurance: Personal Accident Insurance can be effected at the time of Booking. Covering all Risks whilst Flying. Rates, including benefits from \$5.00 to \$20.00.

Intending Passengers should bring their own Baggage, Canteen, or Mackintoshes, Caps and Goggles will be obtainable at the REPULSE BAY HOTEL.

J. H. TAYLOR,
Manager.

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NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamers

"HELENUS"

are hereby notified that the Cargo will be discharged into the Godown, Kowloon, where it will be at the Consignee's risk. The Cargo will be ready for delivery from Godown on and after May 30th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chipped, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after June 5th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before June 12th, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 30th, 1920.

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IN EXCHANGE

for

200 used Postage Stamps of Hongkong and the surrounding countries I will send.

POST CARD PICTURES

of

The Great European War; Famous

British Views, etc.

MISS. TEE.

KIA ORA.

STOCKWELL, LONDON, ENGLAND.

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INTIMATIONS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on THURSDAY, JUNE 3rd, 1920.

Hongkong, May 28th, 1920.

G. R.

IMPORTS AND EXPORTS OFFICE.

KING'S BIRTHDAY.

THIS OFFICE will be Opened for all purposes from 9 A.M. to 12 Noon on THURSDAY, JUNE 3rd, 1920.

Licensed Warehouses cannot be opened on that day.

C. W. BECKWITH,
Superintendent,
Imports and Exports.

Hongkong, May 28th, 1920.

TENNIS TOURNAMENT.

CHAMPIONSHIP SINGLES.

CHALLENGE ROUND.

THIS Match, weather and Ground conditions permitting, will be played on TUESDAY, JUNE 1st.

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WANTED

ENGINEER, preferably with some commercial experience and knowledge of general hardware trade, good salary and prospects for suitable man.

Apply—
Box No. 987,
Care of "Daily Press" Office.

[187]

WANTED.

STENO-TYPIST for Machinery Dept. Apply stating salary required to—
Box 988,
Care of "Daily Press" Office.

[188]

WANTED.

EUROPEAN LADY STENO-TYPIST with filing experience, apply to—
Box No. 989,
Care of "Daily Press" Office.

[189]

WANTED.

FURNISHED HOUSE at the Peak. For short or long let.

Write—
FAMILIAN,
Care of "Daily Press" Office.

[190]

TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO. LTD.

Alexandra Buildings.

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KULANGSU MUNICIPAL COUNCIL

AMOI, CHINA.

SECRETARY.

THE KULANGSU MUNICIPAL COUNCIL of AMOI is prepared to receive applications for the position of SECRETARY.

The candidate must have a knowledge of Book-keeping, and a knowledge of Police work would be a recommendation.

Applications are to be by letter addressed to the Chairman of the Council, from whom particulars of the conditions of service can be obtained, and should give full details of the applicant's qualifications for the position.

Applicants should enclose copies of any references or testimonials they wish to submit for the consideration of the Council.

The appointment is to be made, and the duties undertaken, as immediately as possible.

By Order,
H. J. MORSE,
Chairman.

Kulangsu, Amoy, 28th April, 1920.

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ON SALE.

DIRECTORY & CHRONICLE

OF

CHINA, JAPAN, STRAITS SETTLEMENTS, INDO-CHINA, PHILIPPINES

ETC.

for 1920

50TH ANNUAL EDITION

containing

1,600 PAGES

14 MAPS

THE

Directory of the Far East

[193]

INTIMATIONS

NEW LOAN OF 4 MILLIARDS (FRANCS)

5% PREMIUM BONDS.
CREDIT NATIONAL.

THE Bonds are of 500 Frs. face value.

PRICE OF ISSUE 485 FRANCS

8 drawings a year amounting to 20,000,000 Francs,

with the following prices:

4,000,000 Francs

500,000

300,000

100,000

50,000

The prizes drawn will be free of any taxes, present or future.

The Bonds bear interest on and after the 15th of June, 1920.

Applications will be received till the 4th of June, 1920, by

THE BANQUE DE L'INDO-CHINE

where full particulars may be obtained.

L. BERINDOAGUE,
Manager.

Hongkong, May 28th, 1920.

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A. G. DA ROCHA,

IS THE AUCTIONEER.

[195]

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND

GENERAL BROKER.

Queen's Road Central, Telephone No. 2331.

HAVING been Favoured with instructions received from MESSRS. FAIRALL & Co., No. 7 and 9, Pedder Street, will sell by Public Auction on

TUESDAY,

June 1st, 1920, at 2.30 P.M.

WEDNESDAY, JUNE 2ND, 11 A.M.

FRIDAY, JUNE 4TH, 11 A.M.

SATURDAY, JUNE 5TH, 11 A.M.

At their premises

THE WHOLE STOCK-IN-TRADE

FURNITURES, FIXTURES AND

SHOW CASES.

Comprising—

Flannels, Woollens, Silk and Linen, Stock

Apocrypha, Suits, Straw and Felt Hats, Fancy

Materials, an assortment of Blouses, Shoes,

Corsets, Ribbons, Raincoats, Fur, Handkerchiefs,

Belts, Trimmings, Fancy Works, Vases,

Laces, Day and Evening Dresses, Serge and

Sundries.—Decks, Ceiling Fans, Combers,

Beautiful Mirrors, Fine Show Cases, Chairs,

etc., etc.

TERMS—Cash on Delivery.

[196]

By ORDER of the MORTGAGEES

THE VALUABLE LEASEHOLD

PROPERTY

situate at Victoria, in the Colony of Hongkong

to be sold on

WEDNESDAY,

the 2nd day of June, 1920, at 3 o'clock after-

noon by

MR. A. G. DA ROCHA,

Auctioneer.

At his sale rooms Queen's Road, Central.

The Property consists of—

The premises known and registered in the

Land Office as Sub-section 5 of Section D of

Marine Lot No. 13 together with the message

and buildings thereon known as No. 50 Des

Venue Road, Central.

Held from the Crown for the residue of the

term of 999 years under Crown Lease dated

the 5th January, 1882.

Area 791 square feet or thereabouts.

Annual Crown Rent \$14.53.

For further particulars and conditions of sale

apply to—

LO AND LO,

Alexandra Building,

Solicitors for the Mortgagees,

Or to

MR. A. G. DA ROCHA,

Auctioneer,

Queen's Road, Central.

[197]

PALACE HOTEL, KOWLOON.

Corner of Haiphong & Hankow Roads.

Tel. Address: Palace.

[198]

TWO Minutes from Ferry and Railway

station. This Hotel which has just been

completely renovated and refurnished is

now up-to-date in every respect and under

English Management.

Cuisine under personal supervision of the

Proprietor.

BAR and BILLIARD ROOMS.

TERMS MODERATE.

Special Arrangement for Families on

Application to—

J. H. OXBERRY,

Proprietor.

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SEAMEN'S INSTITUTION

21, PRAYA EAST, HONGKONG.

[200]

FOR the use of all Men of the Mercantile

Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room,

Officers' Room, C.P.O.'s Room, Restaurant,

Concert Hall, Church.

Private Cabins and beds in Dormitories.

Motor Launch "Daywing."

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INTIMATION

BATHING

CAPS.

A large and very fine

assortment.

Many really pretty

designs.

A. S. WATSON &

CO., LTD.,

HONGKONG DISPENSARY.

BIRTH.

REYNOLD—At Shanghai, on May 25th, to

Mr. and Mrs. G. H. REYNOLD, a son.

MARRIAGE.

B. RAP—MARTIN—At Shanghai, on May

22nd, LESLIE AUSTIN HARRIS, to

MARGARET LIVINGSTONE MARTIN.

DEATHS.

EASTBROOK—At Canton-on-Sea, Eng-

land, on May 18th, Mrs. RONALD

EASTBROOK (formerly Mrs. Robert

Little).

FINDLAY—At Nagasaki, on May 24th,

JOHN FINDLAY.

MYERS—At the Peak, Hongkong, on the

morning of May 28th, suddenly of

heart failure, ALICE MAY MYERS, aged

74th, widow of the late Dr. William

Wykeham Myers, of Pagoda Anchorage,

surviving him exactly three

CABLES.

EARLIER CABLES.
[THROUGH REUTER'S AGENCY.]

GREEKS IN WESTERN THRACE.

NO OPPOSITION FROM TURKS.

ATHENS, May 30th.
Dedeagatch was occupied by the Greeks without any incident. Everything points to the pacific occupation of Western Thrace.

BRUSH WITH BULGARIANS.

ATHENS, May 29th.
Greek troops charged with the occupation of Western Thrace had a brush with the Bulgarian Comitadjis while advancing towards Kirgill. There were slight casualties on both sides.

THE ENZELI INCIDENT.

PERSIAN NOTE TO LEAGUE OF NATIONS.

LONDON, May 29th.
The Persian Foreign Minister in London has forwarded a fresh Note to the League of Nations as a reminder of the Persian Government's request to summon an extraordinary meeting of the Council in connection with the Enzeli incident. The Soviet Government has replied to the Persian Note of protest regarding Enzeli indicating that no further advance will be made in Persia at present and Russian forces will shortly be withdrawn.

REVISION OF THE TREATY.

M. POINCARÉ'S FEARS.

PARIS, May 30th.
M. Poincaré, in an article in the *Revue des Mondes* explaining his resignation, is of opinion that the Allies are gradually slipping towards the revision of the Treaty of Versailles. Some Allied Governments prefer to act alone in the matter of reparations, while Mr. Lloyd George, although protesting against revision, allows Germany to nibble daily a new piece of the treaty. M. Poincaré denounces the expression "German's capacity to pay." He fears the Allies will ultimately sell their rights for a morsel of portage.

FANTASTIC AMOUNT.

BERLIN, May 30th.
The Foreign Minister, Herr Wirth, in an interview, declared that the reported amount of the German indemnity was fantastic and impossible.

WARNING TO GERMANY.

LONDON, May 29th.
In his statement in the Chamber, regarding the Hythe conference, M. Millerand said that the Allies were agreed that if Germany delayed any longer the carrying out of its obligations, further districts in Germany will have to be occupied.

GERMANY'S PERIL.

BERLIN, May 30th.
Uncertainty prevails in Berlin owing to a fear of an upheaval similar to that in March, according to the *Vorwärts*. Information from different parts of the country indicates an extensive plot to interfere with the elections.

TAX ON WAR FORTUNES.

EFFECT OF PRESSURE FROM THOSE AFFECTED.

LONDON, May 30th.
The *Sunday Express* says that the Finance Committee of the Cabinet has decided to abandon the tax on war fortunes in consequence of pressure by members of the House of Commons, seventy-five per cent. of whom are affected.

BOLSHEVIK "FILTHY LUCRE."

CITY OBJECTION TO TOUCHING IT.

LONDON, May 29th.
The *Daily Chronicle* says that the Government is not anxious for payment for exports to Russia in gold; it only desires to exchange commodities wanted on both sides without recognition of the Soviet Government.

No responsible City institution is prepared to deal with the Bolshevik captured gold. Business men declare that they will act according to the policy of the Allied Governments.

AEROPLANES IN FORESTRY.
ADAPTATION TO SURVEY OF UNEXPLORED REGIONS.

LONDON, May 29th.
A novel development in the peace-time uses of the aeroplane is its adaptation to forest survey for the purpose of giving exact and speedy information as to the extent of forests most suitable for lines for cutting tracks. It is expected to do most valuable work in opening out lands not fully explored.

A number of aeroplanes are now in course of shipment to Canada for this special work, while others are being sent to India. The machines are designed both for cargo and passengers, and fitted with inter-changeable land carriage and floats.

COLONIAL OFFICE CHANGES.

DOMINIONS TO DEAL DIRECT WITH PRIVY COUNCIL.

LONDON, May 30th.
The *Sunday Express* says that the Government intends to introduce far-reaching changes in the method of conducting affairs in connection with the Dominions, which, henceforth, will deal direct with the Privy Council, instead of the Colonial Office, while the new mandatory territories will be removed from the present control of different conflicting authorities and placed under the Colonial Office.

THE PRINCE OF WALES.

"DIGGERS" GREET HIS ROYAL HIGHNESS.

MELBOURNE, May 29th.
The principal event in Friday's festivities was the Prince of Wales's inspection of the Australian Fleet, while on Saturday 25,000 persons attended a popular reception in Exhibition Building. The "Diggers" gave the Prince of Wales a special greeting.

JAVA SUGAR FOR CHICAGO.

OWING TO SHORTAGE.

CHICAGO, May 29th.
Two thousand tons of white Java sugar has arrived here. It is the first consignment for a number of years, the camera contracting for the Java product owing to the scarcity of other varieties.

D'ANNUNZIO'S LATEST EXPLOIT.

YUGO-SLAVS READY TO FIGHT.

PARIS, May 29th.
The *Petit Parisien* declares that Gabriel D'Annunzio has taken the Yugo-Slav village of Kavelaj, near Fiume. Yugo-Slavias has intimated to Italy and the Allies that she will forcibly resist the act of violence.

POET-POLITICIAN RECEIVES OVATION.

ROME, May 29th.
A newspaper reports that the inhabitants of Fiume marched in a procession and demolished the barricades separating D'Annunzio's from the Regular troops and fraternized with the soldiers after which they lit a bonfire of the barricade. D'Annunzio was given an ovation.

ITALIANS OCCUPY DURAZZO.

ALBANIANS ACCUSED OF MURDERING ITALIANS.

PARIS, May 29th.
The *Journal* hears from Zurich that the Italians have occupied Durazzo and taken over the administration of the town, in consequence of the murder of several Italians in Durazzo.

COAL EXPORTS.

GOVERNMENT'S PROPOSALS.

LONDON, May 29th.
The Government has issued the proposals made to coal owners for the restriction of exports, with a view to protecting the home consumers.

"MANSIONS IN THE SKY."

SOLACE FOR HOMELESS.

A word of "comfort" to those who cannot get houses has been spoken by Bishop Taylor Smith, Chaplain-General to the Forces, when unveiling a war memorial at Guildford.

"The housing question," he said, "has always been a difficulty; it was so on the first Christmas morning, when Joseph could not find a room in the inn. But it will finish in Heaven. In my Father's house are many mansions. You who are inconvenienced here will not be inconvenienced there."

FAR EASTERN CABLE NEWS.

[FROM OUR OWN CORRESPONDENT.]

PROPOSED ADMINISTRATIVE REFORMS IN MONGOLIA.

PEKING, May 30th.
General Hsu Shu-shen, Chinese Ambassador at Urga, has drawn up an elaborate programme of civil and military administration for Mongolia, practically providing for the creation of a separate administration for that territory. The President approves of the scheme.

Part 1 regrets that the agricultural resources of Mongolia are not utilized, and suggests the employment of soldiers for this purpose.

Part 2 advocates extensive horse-breeding for agricultural and military uses.

Part 3 urges an educational programme.

Part 4 suggests that if adequate protection be given to the Mongolians the territory which fell under Russian influence will return to China.

Part 5 urges railway construction.

Part 6 advises a separate tariff for Mongolia.

Part 7 urges a combination of the old and new Criminal Codes.

AUSTRIAN TREATY APPROVED.

PEKING, May 30th.

The Senate yesterday approved the Peace Treaty with Austria with one dissentient.

RESIGNATION OF JAPANESE MINISTER DENIED.

PEKING, May 30th.

Reports that Mr. Obara, the Japanese Minister, is resigning are officially denied.

[BY COURTESY OF THE "CHINA MAIL"]

JAVA SUGAR MARKET.

SINGAPORE, May 30th.
There is a new reaction in the Java sugar market owing to over-speculation in America. The market is crowded with foreign orders. It is believed this will be only temporary.

MESOPOTAMIA.

BRITAIN'S TASK AS MANDATORY POWER.

The following appears in the *Bayly* Times:
The announcement has been made by Roulet in London that the San Remo Conference has decided to entrust Britain with the mandate for Mesopotamia and Palestine, and France with the mandate for Syria. The inhabitants of Mesopotamia may rest assured that the British Government has not accepted the allotted task without full realization of the responsibility it implies. The position of mandatory makes high demands upon any Power which strives to fulfil the intention of the League of Nations, under which it works. The ideal at which it must aim is the creation of a healthy body politic, guided and controlled by healthy public opinion. Care for the material prosperity of the mandated country would not alone suffice for the attainment of this end. It is the duty of the mandatory Power to set the part of a wise and far-seeing guardian who makes provision for the training for his charge with a view to fitting him to take his place in the world of men. Mesopotamia has suffered under centuries of misrule during which the versatility of her people and the productivity of her lands have been checked or stayed. The memorials of her past, strewn over the length and breadth of Mesopotamia, bear witness to the civilization which was erected by the ancestors of the existing population out of resources which have not diminished. It is the creative power of the people which has been held in abeyance by the lethargy and indifference of their rulers. Reconstruction will not be the work of a day, but with a race, such as the Arabs, quick to learn and eager to seek advantage from the attainment of science, progress should be rapid. Already the signs of a revival are everywhere apparent. Security has replaced disorder, the barren waste blossoms into fertility, the poor man is safe from oppression and the rich enjoys his wealth in peace. Such results could not have been accomplished without the help and co-operation of the people themselves, and it is upon this spirit of co-operation that the British Government relies. The establishment of civil administrations will give an ever widening field to native energies, while the diffusion of education will enable the inhabitants of Mesopotamia to profit by the opportunities which the future holds in store; and, as the guardian rejoices over the growth of his ward into sane and independent manhood, so will the Guardian Power see with satisfaction the development of political institutions which shall be sound and free. Herein lies the proof of success in the work which has been undertaken, and here it may be found a stable basis for mutual good-will and ruling amity.

A PRINCESS'S DEBTS.

It will be remembered that Princess Louise of Belgium brought an action against the State on the death of her father, King Leopold. The war interrupted the prosecution of the suit, but now it has been taken up again and it is expected that it will soon be terminated. Towards the end of 1913 the State placed at the disposal of the Princess 5,000,000 francs in discharge of all claims. Of this sum 4,500,000 francs were taken by some 115 creditors of the Princess, who was largely in debt. In order to satisfy her creditors and to fix the amount claimed by each creditor, three arbitrators had been appointed, and these have now to work since the Armistice and are expected to finish in two months. Thus will end a case which excited widespread interest, the financial complications of the Princess, largely due to her marriage with Prince Philip of Saxe-Coburg, will be finally cleared up.

LABOUR DEPUTATION TO HUNGARY.

The National Executive of the Labour Party and the Parliamentary Committee of the Trade Union Congress have appointed a joint deputation to make a visit of investigation to Hungary. The deputation is to consist of Mr. S. M. Running, Mr. J. B. Williams, Mr. W. Harris, and Mr. Jowett.

"INVOLUNTARY" NERVES.

MEDICAL RESEARCH IN A NEW FIELD.

The medical correspondent of the *Times* writes—

The most interesting subject in present-day medicine is what has been called "the involuntary nervous system." On every hand, in every country, a great body of workers is investigating this system at the present moment. And the farther these researches are carried, the more fascinating they become. On the other hand, a vast deal of misinformed nonsense on the subject has recently been published. It is for this reason that an account of it, uncoloured by expectation, may be given.

The involuntary nervous system is that portion of the nervous system which lies, or seems to lie, outside the power of the will. It acts on its own, automatically. It controls such organs as the heart, the stomach, the liver, and so on. These organs, indeed, are now suspected of being as greatly dependent on this nervous control as is the engine of a motor-car on the spark. The analogy may not be perfect, but it is sufficient.

A new complication was introduced when it was found by Langley that the extract of one of the bodies known as "ductless glands" (the nature of which had long been a puzzle) acted directly on a portion of the involuntary nervous system. Thus, if these nerves caused certain muscular fibres to contract, the extract ("adrenalin") also caused the muscular fibres to contract when brought into contact with them. Or again, if the effect of stimulating the nerves was relaxation, "adrenalin" produced relaxation.

It followed that this vast system of involuntary nerves was not of a piece, but was composed of two or more sets of fibres—one set having a similar action to the extract "adrenalin," and the other set or sets not having this action. By its bit work proceeded on these lines—much of it was done by Gaskell, one of the greatest figures in medical history—and at length we came to recognize what are known as the "True Sympathetic Nervous System" and the "Bulbo-Sacral Sympathetic Nervous System."

The former is also called the "Adrenalin Sympathetic," from its connection with this extract. Finally it was suggested that the two systems in a manner opposed one another, or rather acted in a reciprocal relationship to one another.

But this matter has now advanced much further than this. For the suggestion is being made that these acts, in the first instance, not on the organs of the body, but on their "involuntary" nerve supply, and the "timing," so to speak, is affected, and the engine runs badly and may break down. Some evidence in support of this view has already been brought forward. It is by no means conclusive, but it is intensely interesting and suggestive. For it can be shown that the poisons or toxins of disease act upon the nervous control of organs rather than upon the organs themselves; we have opened an entirely new field of medical discovery.

A REMARKABLE DRUG.

Meanwhile a remarkable drug, having the same effect on the Bulbo-Sacral Sympathetic System as Adrenalin has on the True Sympathetic System, has been discovered in the laboratory by Dr. Dale. Thus each branch of the Involuntary Nervous System can now be related to the body itself, the other made in the laboratory, which exactly imitates its action, and which acts only on tissues and structures supplied by it. The drug referred to is known as Aethyl-Choline. That it may have a counterpart in the body, as yet undiscovered or perhaps unidentified, is, of course, very possible.

Here, then, has been established a link between the nervous system and the chemistry of the body, which is of a very subtle and far-reaching kind, may, the great chemist of digestion, the other ductless glands, thyroid, pituitary thymus, the islands of the pancreas, and so on, possibly bear relations also to these systems, and may act by and through them. We begin to see man as a bundle of nervous tissue in a world which continuously stimulates him with its impulses. Every cell of each of his organs reacts in greater or less degree to every stimulus from the outside world. In health perhaps a measure of protection from useless and dangerous stimuli is secured. But the poisons of disease seem in some cases to destroy this protection.

What is the bearing on treatment? Just this; that if the exact structures on which disease acts in its very earliest hours can be determined, we shall have advanced a step in the direction of warding off attack or rendering it nugatory. It is quite possible, for example, that there is a nervous side to the immunity produced by inoculation against, say, typhoid. Moreover long before organs are broken down their nervous supply gives indication of attack in the sensations of the patient—the field now being investigated at St. Andrew's.

ANGLO-DANUBIAN ASSOCIATION.

The formation of the Anglo-Danubian Association, Limited is the preliminary to the first earnest attempt to reopen trade with Austria. The capital is modest—only £10,000. The backing is a distinct contrast, for it includes the giants of the financial world. Among the shareholders are—The British Trade Corporation, Lazard Brothers & Co., Kleinwort, Sons & Co., London County Westminster and Parry's Bank, Limited, Morgan Grenfell & Co., Inter-Allied Trade and Banking Corporation, Lloyds Bank, Limited, London Joint City and Midland Bank, Limited, N. M. Rothschild & Sons, and Hudson Bay Company. Sir Frederick H. Jackson is Chairman, and the directors include, amongst others, Mr. H. A. Anderson, of Kleinwort, Sons & Co., Mr. A. C. Dickson, of the British Trade Corporation, and Mr. C. V. Sale, of the Hudson Bay Company.

THE CASE FOR UKRAINE'S INDEPENDENCE.

REQUEST FOR ADMISSION TO LEAGUE.

The *Times* understands that the Ukrainian Government, under the Hetman Petlura, has taken the necessary steps to make official application for admission to membership of the League of Nations.

The application was accompanied by a reasoned statement of the historical status and present situation of the Ukrainian people. It is pointed out that when the nation had recovered its independence in the 17th century, after a long period of uneasy and unwilling submission to Lithuania and Poland, its Hetman (Chmielnitzky, by the Treaty of Pereyaslav (1654), accepted the Muscovite Tsar as the Protector of the Republic.

By this Treaty the Ukraine retained complete self-government and the right of maintaining its own diplomatic representatives abroad. It appears, indeed, to have enjoyed, so far as Russia was concerned, a somewhat similar position to that held by the Kingdom of Bavaria in the late German Empire.

By degrees, however, its autonomous privileges withered, much as did those of Finland at a later period, under the despotism of centralization favoured by a series of autocratic and suspicious Tsars, and by 1917 the Ukrainian saw their national existence, was in danger of being merged, in spite of ethnographic differences between the two races, in the general subjection of the Russians. A society was started to keep the national tradition alive and its efforts were rewarded by the resurrection of the Ukraine as a result of the break-up of the Russian Empire.

The Ukrainians argue that the connection between them and Russia was purely dynastic, inasmuch as the Tsar was, by Treaty, the Protector of their State. When there was no more a Tsar, Russia they declined to permit the Russian people to succeed to the rights and privileges of their deposed Sovereign. The Ukrainians, therefore, resumed their long dormant autonomy and founded a provisional Government in the summer of 1917. This Government, which was supported by the Ukrainian National Congress, and the Central Rada, appointed by this body, refused to recognize the Bolshevik administration which overthrew and supplanted Kerensky in October, 1917. Accordingly independence of the Ukraine was proclaimed on November 20, 1917.

Accredited representatives from France and Great Britain entered into relations in December, 1917, and January, 1918, with the new Government, the independence of which had been recognized during the Treaty of Brest-Litovsk (March, 1918) and agreed to withdraw all Russian troops from the territory of the revived Republic.

A German coup d'état in April, 1918, overthrew the constitutional Government in order to enhance the personal authority of the Hetman Skoropadsky, but, after the collapse of the Germans, this Dictator was unable to maintain himself, and in January, 1919, a National Congress at Kiév recognized the existing Directory under the Hetman Petlura as the constitutional Government of the Republic. Since that time the Ukrainians, with varying fortunes, have resisted in turn or simultaneously the attacks upon their territory made by the Bolsheviks on the one hand and General Denikin's "White" volunteers on the other. Understandings have been reached with Rumania and Poland, and the Ukrainian army is at present successfully co-operating with the Poles in maintaining against the Bolsheviks, a front which is so drawn as to leave a considerable area of Podolia under the administration of the Ukrainian Government.

AVIATION.

FLIGHT TO THE DUTCH EAST INDIES.

An *Anet* message from the Hague, dated May 24th, states that England will allow the aviator Roppen to fly over British territory to the Dutch East Indies on condition that Holland agrees that the Albatross aeroplanes must be entered in the Dutch air forces, which condition Holland has refused because Britain was in no way associated with the composition of Holland's Air Force; whereupon Britain has required proof that Koppen's Albatross is not a German machine which was deliverable to the Allies. Holland replied that Britain must prove the contrary. The Dutch Government, as a protest, has recalled the Dutch aviators Couffignal and Bakker who were about to leave for the Indies. Government refuses to allow the competitors in the Holland Dutch East Indies flight to start permit. Roppen receives an Anglo-Dutch flight possible.

A PRINCESS'S DEBTS.

It will be remembered that Princess Louise of Belgium brought an action against the State on the death of her father, King Leopold. The war interrupted the prosecution of the suit, but now it has been taken up again and it is expected that it will soon be terminated.

Towards the end of 1913 the State placed at the disposal of the Princess 5,000,000 francs in discharge of all claims. Of this sum 4,500,000 francs were taken by some 115 creditors of the Princess, who was largely in debt. In order to satisfy her creditors and to fix the amount claimed by each creditor, three arbitrators had been appointed, and these have now to work since the Armistice and are expected to finish in two months. Thus will end a case which excited widespread interest, the financial complications of the Princess, largely due to her marriage with Prince Philip of Saxe-Coburg, will be finally cleared up.

SHIPBUILDING COSTS.

HIGHER IN JAPAN THAN IN ENGLAND.

The cost of building ships in Japan is now considerably higher than in England, especially for passenger steamers, says the *Japan Advertiser*. The price of two passenger boats of 4,500 tons each which the Nippon Yusen Kaisha has recently ordered from an English shipyard is ¥950 per ton, which is about three times the price of ordinary freighters. The ships ordered by the N.Y.K. are to be used for the inauguration of an express service between Nagasaki and Shanghai, and as they are of a specially superior type, their price is naturally higher than ordinary passenger steamers.

It is said that the price quoted by home builders for the two N.Y.K. ships was considerably higher than the British price, even when the import duty and expenses for bringing them from England to Japan are taken into account. Not only is the Japanese quotation higher than the British price, but the Japanese builders are not eager to undertake orders for the construction of passenger steamers. For this attitude there are two principal reasons. One is the fact that the Japanese builders are at a considerable disadvantage in the matter of shipbuilding materials for the supply of which they must rely for the most part on America and Great Britain. The other reason is their lack of experience in the construction of passenger ships.

The difference in shipbuilding cost in Japan and England, however, is not confined to passenger boats. It is also manifest, though to a smaller extent, in the construction of freighters. If such a state of affairs continues, it will mean a serious blow to the shipbuilders of this country, for it is clear that those in need of ships will order them from the shipbuilders who can quote the most favourable terms.

MANY SMALL SHIPYARDS CLOSED.

Since the peace slump in shipping and shipbuilding set in, many of the smaller shipyards in this country have either been closed or absorbed by other concerns. The leading shipyards have continued operations, but these have been principally in execution of old orders, there being an almost complete stoppage of new orders. It was largely due to the construction of limited States Shipping Board ships in this country that they have been able to continue their operations on the wartime scale. One of the largest shipyards, dismissed a considerable number of its workers on the completion of the American ships for which it had contracted. The last of the ships assigned to other shipyards will sail for America in June, and thus one of the most important factors which have kept the leading Japanese shipbuilders busy in spite of the peace slump has now almost disappeared. The execution of other old orders is also approaching completion, and if no new orders are forthcoming, the shipbuilding industry of this country will become greatly depressed.

All this does not necessarily mean that the future of Japan's shipbuilding industry is dark. On the contrary, as improvement is expected, though not immediately. This hope is based on the theory that the depression which is gradually asserting itself will lead to a decline in wages and in the general cost of building ships. In addition, the authorities are fully aware of the necessity of protecting the industry from the competition of foreign rivals, and it is considered certain that protective measures will be taken sooner or later.

HAVE BUILT MANY FREIGHTERS.

Another hopeful fact is that although the Japanese shipbuilders have had little experience with passenger ships, they have built many freighters and freight and passenger combination ships, especially of the former, since the world war broke out. It is claimed here that in the construction of freighters Japanese shipbuilders are not inferior to their Occidental rivals. It is also pointed out that although there are now only a few orders, the Nippon Yusen Kaisha and the Osaka Shosen Kaisha contemplate building 600,000 tons each and smaller building programmes are also projected by other companies. Most of these ships will be built at home, and the shipping companies are only waiting for a decline in shipbuilding cost. When the shipbuilding situation has become more normal in regard to the cost of construction, therefore, it is fairly certain that the shipbuilders will be able to obtain new orders.

The fact remains, however, that the Japanese shipbuilders must rely on foreign countries for most of the materials needed, and this means a considerable handicap to them in comparison with their foreign competitors. In shipbuilding circles the need for state protection in that respect is being earnestly urged, although it is understood that the matter is already engaging the attention of the authorities. On the other hand, shipping men point out that Japanese shipbuilders must make ever greater efforts to improve their technique not only in regard to passenger ships but freighters as well.

DR. KAPP'S REFUGE.

The Stockholm police report concerning Dr. Kapp, after going fully into his case and the circumstances of his arrival in Sweden, concludes that as a political refugee he cannot be sent back to Germany, and it proposes that he should either be allowed to remain in Sweden under the supervision of the police or proceed to any destination that he may choose, being seen to the frontier by the police. Dr. Kapp has presented a petition to the Government asking that he may be permitted to remain in Sweden, retiring to some small provincial town, and living under police supervision so that he may pursue his scientific studies. If this permission is denied him the next to be allowed to proceed to Switzerland, via Holland and France.

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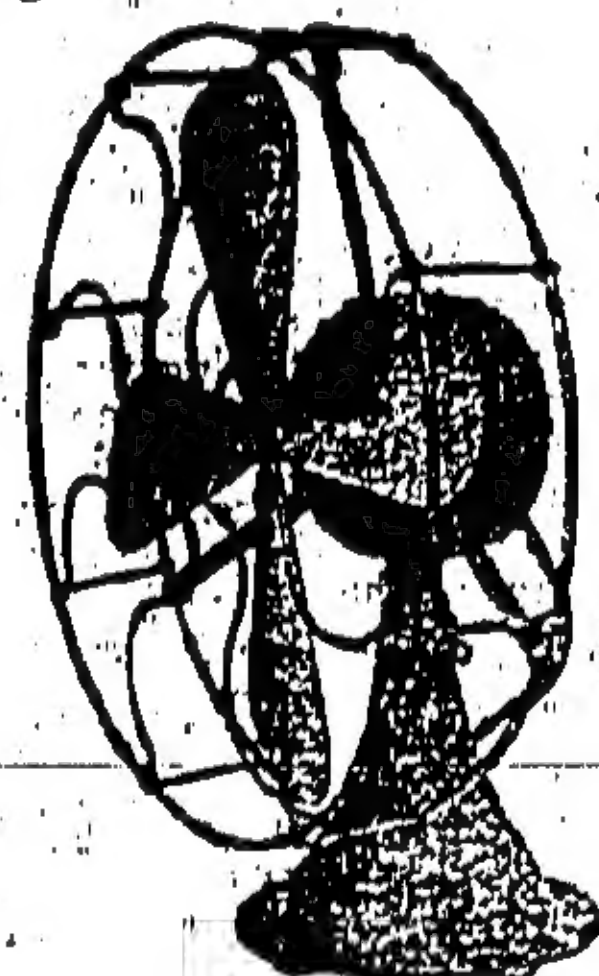
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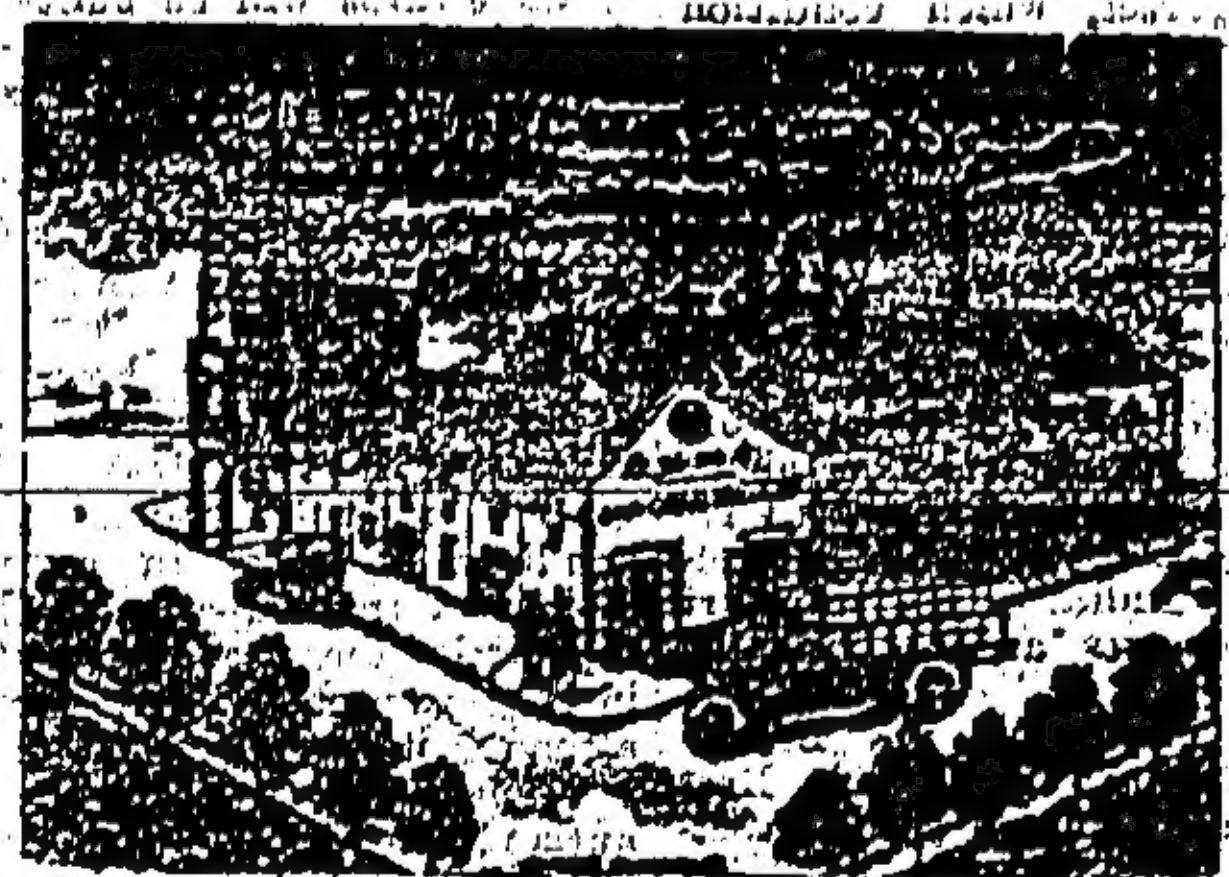
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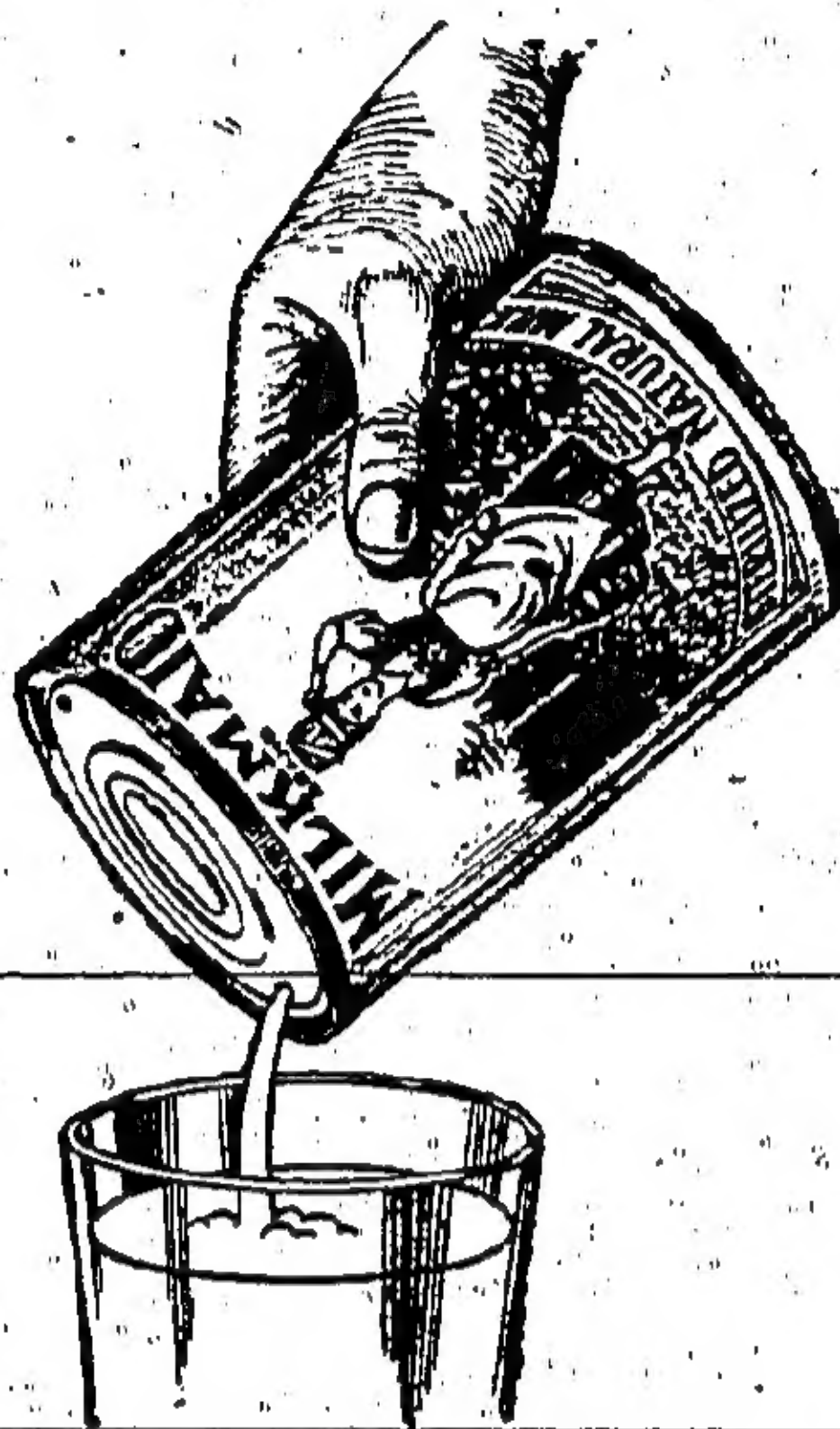
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IN TWO SIZES
3/4 pint 1/4 pint
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CHINA COAST METEOROLOGICAL REGISTER.

MAY 31st A.M.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Wind Direction	Force	Weather
Vladivostok	6 a.						
Nemuro	5 a.						
Hakodate							
Tokyo							
Kobe							
Nagasaki							
Kagoshima							
Oshima							
Naha							
Ishigaki							
Bonin Island							
Weihaiwei	8 a.	29.55	63	83		0	
Hankow							
Ichang							
Kiukiang							
Changsha							
Shanghai		30.01	57	56	ENE	1 b	
Wusung		29.92	62	60	E	4	
Quiliff		29.88	68	82	ENE	1 of	
Sharp Peak	7 a.	29.88	68	82	ENE	1 of	
Amoy	6 a.	29.84	71	71	ENE	1 of	
Swatow		30.00	69	80	ENE	1 c	
Taihou		29.87	70	98	E	4 b	
Taihu		29.82	72		E	4 b	
Tainan		29.82	72		ENE	2	
Koshun		29.81	72		E	2 b	
Pescadore		29.85	73		ENE	4	
Canton		29.81	74	95	E	3	
Hongkong		29.80	75	95	E	3	
Gap Rock		29.79			ENE	4	
Macao		29.72	77	85	ENE	4 r	
Wuchow	9 a.						
Hoihow							
Pakhoi							
Phu Lien	7 a.						
Tourane							
Cape James							
Apur	6 a.	29.80	75		E	4	
Dagupan		29.78	75	92	E	1	
Manila		29.79	82	74	SE	2	
Legaspi		29.74	79	81	SE	2	
Tacloban		29.73	77	96	E	0 r	
Iloilo		29.73	77	96	E	0 r	
Surigao		29.73	77	96	E	0 r	
Guam		29.73	77	96	E	0 r	
Laban	8 a.	29.73	76	95	SW	4	

T. E. CLAXTON, Director.

1. BAROMETERS, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURES, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF SKY, by nine sky, 0 detached cloud, 1 drizzling rain, 2 fog, 3 gloomy, 4 hail, 5 lightning, 6 overcast, 7 passing showers, 8 equal, 9 rain, 10 snow, 11 thunder, 12 visibility, 13 day, 14 night.

7. RAIN, in inches, tenths and hundredths.

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AS IT IS DONE IN PARIS. NEW RULES FOR THE GAME OF LIFE.

Mr. Harry J. Greenwall, the *Daily Express* correspondent in Paris writes:—
Returning to this city after an absence of some months, I find it the same old Paris—with some exceptions. My colleague "Beichcomber" referred the other day to the shortage of small change in Paris. It is the bane of one's life.

A "white piece" (a silver coin) is as rare as a white elephant. The problem regarding the whereabouts of flies in the winter season pales before the very vital question concerning the going of French silver coins—all the time. Scottish people board them "just to see how many they can collect," and this, of course, adds to the scarcity, but undoubtedly there is an illegal traffic in silver coinage, and the French Government is very perturbed about it.

ALL CHANGE.

Stamps, very much the worse for wear, and books of tickets for the Underground, very stained and soiled (both the tickets and the Underground are soiled), are legal tender, except in post offices. Although the clerks force stamps on one when giving "change," they refuse to accept them when one is buying anything or despatching a telegram. Bars, restaurants, and cafes have taken to issuing cardboard discs, with a value of from one to three francs, but as prices in all place where men eat and drink are continually rising, these little bits of pasteboard soon depreciate in value. Besides, one loses them, and the stamps stick to the inside of one's pocket-book, and everything becomes uncomfortable.

Every day one hears fierce disputes in the trams between conductors and passengers. The conductors threaten to put the passengers off the car unless they pay their fares, and the passengers thrust Metro tickets in the conductors' faces, but there is nothing doing. Taxicab fares have doubled since I was last in Paris, but the drivers are much less independent than they were. Now it is only the minority who try to pick and choose their customers.

HOUSE HUNTING.

During the five months that I was in London I thought I learned something about the house shortage, but it is only in its infancy in your country.

A friend of mine put an advertisement in a daily newspaper offering £20 to whomsoever could inform him where he could obtain a flat for next October, and the only reply he received was from an optimistic household remover. The lack of flats in Paris is driving people into the suburbs, where there is now keen competition for furnished houses, and up go the prices. A small furnished house costs £240 for the "season," the season being four months.

Of course, the price of every commodity is something fantastic. And yet people seem contented and quite cheerful. There is a lot of paper money about, and the shops in the Rue de la Paix have no cause to complain of bad business. The racecourses, round Paris, are packed at every meeting, and the betting booths have never taken so much money as they are doing this year.

DANCING EPICURES.

Certainly one hears underground rumblings of "revolution," and to the very poor the sight of so much extravagance in the midland. The Montmartre restaurants have to close at eleven, which is passing strange for Montmartre, which never went to bed before cock-crow, but still I hear that all the little "boxes," as they are called, do the most wonderful business. And the dancing establishments! New ones open every week, and they are all crowded; people dance during lunch, at tea, and again at dinner. It is quite a usual thing for them to book themselves up for every course from the soup to the savoury.

And the dresses! They are shorter than ever—Kilts they are, not kilts. And the members of the Silk Worms Union must really call their executive to order. They certainly work overtime. You must wear silk stockings or go barelegged—and that craze has passed out.

There are many discomforts in Paris, but the sun shines, and the chestnut trees in the Champs Elysees are bursting into bud. Yes, I'm glad to be home again.

EMPTY CHURCHES.

"In many places the church is nothing more nor less than an ecclesiastical refrigerator; there is no sense of comradeship or brotherhood," says the Rev. H. G. Pelle, Vicar of South Acton, and formerly of Singapore, explaining why churches are "empty." He gives many other reasons, including the following:—
Church-going is no longer a social custom.

The Church is terribly conventional and respectable.

The motto of the average church-goer is, "As it was in the beginning, is now, and ever shall be." It ought to be "Forward with the times."

The ancient prayers of the Prayer Book do not lend themselves to modern problems. If the Church is not going to keep pace with the problems of to-day she may as well close her doors.

The average preacher is too "respectable."

The Church should not be a refuge to lull us to sleep, but a society calling us to spiritual warfare.

The death is announced at Lachen, Sikkim, of Miss K. Herz, a missionary lady who has laboured amongst the Tibetans for over twenty years. At various places on the Tibetan frontier of India, says the *Englishman*, there are little bodies of missionaries who work, although unknown to the outer world, have been of great value to the cause of civilization, because they have brought the Tibetans into touch with new standards of life and conduct. They may not succeed in making many converts, but as in the case of the missionaries at Lachen, they have done a great deal towards improving the moral ideas and customs of the debased classes amongst whom they work.



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REPULSE BAY
ON

Thursday, June 3rd,

Commencing 2.30



SAFETY: NO STUNTS.

The Macao Aerial Transport Company will give a demonstration, weather permitting, of plain and safe seaplane flying with—

FIVE MACHINES

at Repulse Bay on THURSDAY, JUNE 3RD, and on FRIDAY, SATURDAY and SUNDAY following, commencing each day at 2.30 P.M.

Passengers will be carried for short flights. Silver medallions and certificates of "My First Flight" will at a later date be given to all who participate.

Booking is at THE HONGKONG HOTEL, Main Office, and at REPULSE BAY HOTEL, where particulars can be obtained on application.

C. E. W. RICOU,
Managing Director.

Hongkong, May 29th, 1920.

FRESH

CONSIGNMENT

OF

Melachrino

Cigarettes

JUST UNPACKED

These Cigarettes may be purchased Ex. Bond for shipment.

TABAQUERIA FILIPINA,

10, DES VŒUX ROAD, CENTRAL.

HONGKONG.

WE BUILD AND ENGINE
MOTOR BOATS

OF ALL DESCRIPTION.

Express Launches.
Cabin Cruisers.
Work Boats.
Shallow Draft River Launches.

ALEX. ROSS & CO
25, DES VŒUX ROAD GARAGE KOWLOON
TEL 27 TEL K417

THE STREET OF ADVENTURE.
AN AMAZING STORY OF
JOURNALISM.

Mr. Kennedy Jones, M.P., has just published a book, called "Fleet Street and Downing Street." In it he tells of his adventures in Fleet Street and the story of how he bought the *Evening News* and the *Times* and was responsible, with Alfred Harmsworth, for starting the *Daily Mail*.

Here in his own words are the stories of his triple scoop in Fleet Street—

THE FLEET STREET SAUSAGE SHOP.

"On the north side of Fleet Street, between Shoo Lane and Poppin's Alley, there is a fried sausage shop. It was there in 1882. One night in that year a man in the Street stood before the window. He was hungry; he had nothing to eat since breakfast and he was twenty-seven and of a robust build. His luck was out."

"The smell of the sausage was tantalizing. He hadn't a penny in his pocket. He hired for half-a-guinea the week a single room—a bed and breakfast room—in Currier Street, off Chancery Lane. His friends in London were few; he had only just arrived from the provinces, and on this particular day he had not been able to buy a meal. He swore he wouldn't go to bed hungry. Through the haze of the smoking sausage and frying onions he watched the shopman busy behind the counter."

"Now, if I go in and eat my fill and tell him I can't pay what will he do? What will he say? 'The man in the Street' set himself to think out every form of threat and abuse he might meet under such circumstances and how they might be countered. By this time the shop was empty. He walked in, ordered of the best and had a second helping. Were ever sausages more delicious, fried onions more luscious! And now there was only the bill to be settled."

"The shopman sat behind the counter reading the *Star*. He wore spectacles. He might have been a bit deaf, for twice the well-served man had to sing out 'Hello!' before he attracted his attention."

"Well, what is it?"

"You know, I've got no money to pay for my supper." The man in the Street was cunning; he implied that the shopman was an accessory to the act. And he got ready all the arguments he had prepared outside."

"What was that," asked the shopman, eyeing the guilty man up and down over the tops of his spectacles."

"He repeated the remark."

"Well I s'pose that will be all right." The man in the Street was of a robust build, but he nearly collapsed. It was the one remark for which he had no answer ready. He had never thought of it. He caught his breath and replied gaily—

"That will be all right. I will be here on Friday. Good night."

Good-night.

TWENTY YEARS LATER.

"Before drawing a moral, let us follow the man in the Street for 20 years. Two years later he acquired an interest in an evening paper. Twenty years later, thanks to the very night he had spent in those fried sausages and onions, he sold his interests in Fleet Street for a handsome fortune. I was the man in the Street."

"In all my career no night is so indelibly impressed on my mind as that of the shopman's unexpected answer. I learnt then what I have never forgotten, that no matter how clever and cunning you may think yourself, how carefully you may prepare the ground beforehand, you cannot predict the effect a statement will have on the mind because there will be present factors unknown to you which may yield a result as often as not directly opposite to the one you anticipate."

"This is a truth that every publicist and public man, let him haunt Fleet Street or Downing Street, does well never to forget, it accounts for much perplexity and disappointment and it restricts within painfully narrow limits even the influence of the Press."

BUYING THE "EVENING NEWS."

"In 1884 I was the news editor of the *Sun*, a halfpenny paper then edited by its founder, that brilliant Irish politician and litterateur, Mr. T. P. O'Connor. The offices of the *Sun* were in Tudor Street, a small street running parallel with Fleet Street, which had fronted the river at high tide before the Embankment was built and ground reclaimed; it was originally called King Tudor Street."

"Early information, received through a friendly publisher, that the *Evening News* was in the market enabled me to obtain an option on it. The sale price was £25,000. How was the money to be obtained?"

"Alfred Harmsworth I only knew by sight. He was a man of my own age, in his thirtieth year, with a reputation for enterprise. Here was opportunity and a meeting was arranged. We came to terms. The *Evening News* was bought and a business partnership formed which before it was dissolved through my ill-health eighteen years later, had called into being the modern newspaper, with a sale undreamt of in diurnal offices in those days, and yet more romantic, had carried the Editor of *Answers* and the News-Editor of the *Sun* triumphantly into the Capital of British Journalism, the *Times* office, in Printing House Square."

HOW THE "DAILY MAIL" WAS BORN.

"K. J." goes on to tell how the *Daily Mail* was born. "On Monday, May 4th, 1896, the *Daily Mail* was born. It is my hope that when in 1904 its centenary is celebrated, then that K. J. will be freshly remembered, and it will be recalled that had he lived to see that day, he would have been 121 years old."

"The year had opened propitiously. The first year's working of the *Evening News* had given a profit of £14,000; and the second year was well advanced and showed even better results, the final profit being £25,000. Out of these profits we determined to found a halfpenny morning daily, our scheme for a provincial ring of newspapers having fallen through. We decided to call it the *Daily Mail*. Mail is a monosyllable, it is easily if accurately pronounced. It comes readily

to the tongue, it sticks in the mind, it occupies little space, so is the more easily advertised on hoardings."

HOW TO RUN A HALFPENNY DAILY.

"My own plans of how a halfpenny morning paper should be produced were cut and dry. They had been formulated on *The Morning* and improved in accordance with the experience then gained. The association with Alfred Harmsworth enabled us to take advantage of his valuable experience with popular journals, his paper *Answers* having been a great success. When the new daily started, besides my methods of dealing with the news of the day, it included a magazine page, which was rightly called 'an entirely new idea in daily journalism.' A little later this sub-title was changed into 'A Page for Leisure Moments.' A third of the magazine page was devoted to a serial."

OUR INSTANTANEOUS SUCCESS.

"Our instantaneous success was undoubtedly largely due to the wedding of the new journalism, which I represented with popular journalism, ably represented by Alfred Harmsworth. We had before us an open field. The new Journalism had failed. . . . Though the field was open we left nothing to chance. For weeks before that glorious fourth of May we were producing dummy numbers, and subjecting them to the severest criticism."

"At the end of the first week in 'The Outlook' section under the title of 'Our Venture,' Alfred Harmsworth was able to write: 'A week ago to-day the *Daily Mail*, as Mr. Gladstone remarked in his pleasant communication, was a most interesting experiment. But in the brief space that has elapsed since the busy man's daily journal has already become as familiar to the world and as widely read as its older contemporaries. It is no longer a mere experiment.'"

"It was no longer a mere experiment within twelve hours of the first issue of going to press. Early that morning a perfect May morning, the sun above the horizon—I walked home, leaving the office after twenty consecutive hours' labour with the printing machines burring away happily. In the afternoon I returned."

"How goes it?" I asked Alfred Harmsworth.

"Orders are pouring in," he said. "We have struck a gold mine."

"He was right. We had struck a gold mine."

"The circulation of the first issue of the *Daily Mail*—252,215 copies. The average daily circulation from May 11th to 30th, was 171,121; the daily average for June 188,855, and for July 203,578. From that day forward we never looked back, and the million limit was reached within five years. The *Daily Mail* afterwards touched a million and a half."

BUYING THE "TIMES."

"Now for the story of the purchase of the *Times*. In January, 1908, Mr. Kennedy Jones, M.P., of a possible sale; and that £238,000 was refused."

"My first idea was to secure the paper for myself, and disposing of my other interests in Fleet Street to devote myself to rebuilding it. But another course was followed."

"I telegraphed to Lord Northcliffe, who was in Paris, saying I had an important proposition to place before him. On the evening of the day of my arrival we went fully into the possible purchase of the *Times*."

"That evening we talked to a late hour, and parted without coming to a decision. He was to sleep on the question and give me his final answer in the morning. . . . I pointed out that there would be no wrangle, as the matter would be decided by a Chancery Judge in Chambers. The next morning Lord Northcliffe gave his consent."

"I returned to London, resumed communication with Mr. Robert Bell, and Mr. Harry Preston's Royal York Hotel at Brighton we drew up a scheme for the Court's approval, under which if accepted, the control of the *Times* passed to the house of Walter, with whom it has resided since it was founded in 1875. In March our scheme was approved by the Court, and in July we entered into possession."

FUTURE OF PALESTINE.

A committee has been formed at the House of Commons with Lord Robert Cecil as chairman and Mr. Ormsby Gore as hon. secretary, to watch events in Palestine. The chief object will be to support any effort of the Government to give effect to Mr. Balfour's declaration of November 2nd, 1917, on the establishment of a national home for the Jewish race."

GRIMAULT'S
SYRUP

OF
HYPOPHOSPHITE OF LIME

FOR
STUBBORN COUGHS

BRONCHITIS
WEAK LUNGS

CATARH
CONSUMPTION

THE NEW FRENCH REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

HAIPHONG via HOIHOW ... "TAKSANG" ... Wed, 2nd June, 8 a.m.
KORE ... "NAMSANG" ... Wed, 2nd June, 8 a.m.
SHANGHAI ... "SSANG" ... Thurs, 3rd June, 8 a.m.
SANDAKAN ... "HINSANG" ... Thurs, 3rd June, Noon
MANILA ... "YUENSANG" ... Fri, 4th June, 3 p.m.
STRAITS & CALCUTTA ... "LAISANG" ... Wed, 9th June, 3 p.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Rangoon and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans, and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through bills can be obtained, and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

SOERABO LINE—One sailing per week between Hongkong and Sandakan by 'steamer' having up-to-date accommodation for passengers and cargo. Cargo taken on through Bills of Lading for Kuala, Jonckhe, Labuan, Tawau and Lahad Dava.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, sailing at Waihai and Chai.

CALCUTTA LINE.

S.S. "LAISANG"

will be despatched on or about June 9th, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel ... Due Hongkong
"CARDIGANSHIRE" ... 12th June.
"GLENSANDA" ... 25th June.
"GLENGYLE" ... 30th June.
"GLENTARA" ... 12th July.

HOMEWARDS.

Vessel ... Leave Hongkong ... Discharge
"PROFESSOR" ... 3rd June ... GLENDA, LONDON & ANTWERP.
"GLENGYLE" ... 26th July ... LONDON & ANTWERP.
"CARMARTHENSHIRE" ... 28th July ... LONDON & ANTWERP.
"CARDIGANSHIRE" ... 28th July ... LONDON & ANTWERP.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.

The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 215, sub. ex. 22.

Cable Address

Kawakami, Kobe.

Bentley's, A.B.C. 5th Ed.

and Scott's Codes.

Telephone: Sansonity

2344, 2343

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MARUYA ARA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management—

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, BOM, KORE.

SHIPPING NEWS

ARRIVALS.

May 30th.
Ankoku Maru, Japanese str., 1,747 tons, Capt. Sasagawa, from Keelung, with a cargo of coal.—O.S.K.
Sangrei, British str., 1,750 tons, Capt. Benson, from Shanghai and Amoy, with a general cargo.—R. & S.

May 31st.
Asagiri Maru, Japanese str., 720 tons, Capt. Nara, from Tamsui, with a cargo of coal.—Kimura.

Batavia, British str., 5,820 tons, Capt. Howe, from New York, with a general cargo.—Doddwell & Co.

D. M. S., Norwegian str., 1,102 tons, Capt. Olsen, from Wuhu, with a cargo of rice.—Thomson & Co.

Glynn, American str., 1,007 tons, Capt. Sapatron, from Saigon, with a cargo of rice.—Robert Dollar Co.

Hsin Ping An, Chinese str., 910 tons, Capt. Novik, from Canton, in ballast.

Kam Fung, Chinese str., 445 tons, Capt. Yang, from Sava Bay, with a cargo of salt.—Globe Nav. Co.

Montevideo, British str., 6,165 tons, Capt. Hosker, from Vancouver, which port she left on May 1st, with a general cargo.—C.P.O.S.

Proper, Nor. str., 1,267 tons, Capt. Olsen, from Saigon, with a cargo of rice.—Yue Chong.

Shalimar, British str., 3,230 tons, Capt. Chalmers, from San Pedro, with a cargo of oil.—Standard Oil Co.

May 31st.
Hong Sang, British str., 1,334 tons, Capt. Holmwood, from Canton, with a general cargo.—J. M. & Co.

Kam Fung, Chinese str., 1,228 tons, Capt. Lewis, from Canton, in ballast.—B. & S.

Mo Han, Chinese str., 761 tons, Capt. Thirwell, from Hoibow, with a general cargo.—W. F. S.S. Co.

Hokkaido Maru, Japanese str., 1,180 tons, Capt. Oki, from Muke, with a cargo of coal.—M. B. K.

Tsun Sang, British str., 1,102 tons, Capt. McAnish, from Manila, with a general cargo.—J. M. & Co.

CLEARANCES.

May 29th.
Chenai, for Shanghai.

Edmore, for Seattle.

Haitan, for Singapore.

Jude, for Hainan.

Kuan Samui, for Bangkok.

Kaifong, for Haiphong.

Kao Maru, for Keelung.

Kamakura Maru, for Keelung.

Ling Chai, for Singapore.

Lake Maru, for Sourabaya.

Pak Wan, for Canton.

Panama Maru, for Buenos Aires.

Sai Chai, for Canton.

Sashu Maru, for Canton.

Sui Yik, for Shanghai.

Taiwana, for Hoibow.

May 30th.
Chidlar, for Canton.

Takuda, for Calcutta.

May 31st.
Asagiri Maru, for Keelung.

Cheng Shing, for Tientsin.

Chuan, for Bangkok.

Drifter, for Canton.

E. Sang, for Canton.

Fubiri Maru, for Tamsui.

Hong Sang, for Shanghai.

Helena, for Shanghai.

Hong Hui, for Amoy.

Hsin Ping An, for New Chwang.

Jacoz, for Calcutta.

Kan Fung, for Canton.

Kwang, for Shanghai.

Kwang Tai, for Shanghai.

Shalimar, for Manila.

Shinning, for Canton.

West Cadiz, for San Francisco.

Yunnan Maru, for Saigon.

SHIPPING MOVEMENTS.

The *s.s. Peking* (Blue Funnel line) left Singapore on May 28th and is due at Hongkong on June 2nd.

The *s.s. Agapenor* (Blue Funnel line) left Singapore on May 30th and is due at Hongkong on June 4th.

The *P. & O. C. s.s. Andromeda* left Singapore for this port on May 30th at 4 p.m. and is due here on June 6th at about 10 a.m.

The *P. & O. C. s.s. Karmala* left Singapore for this port on May 29th at 8 a.m. and is due here on June 3rd at about 9 a.m.

VESSELS EXPECTED.

Agapenor, due June 4th.

Akita Maru (Hamburg line), from Rotterdam, due July 5th.

Aleous, due July 3rd.

Atsuta Maru, from London, due June 30th.

Aura Maru (Liverpool line), from Singapore, due June 1st.

Bellerophon, outward, due June 1st.

Demodocus, due June 27th.

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SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS	FROM HONGKONG	TO VANCOUVER
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Montevideo	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Montevideo	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Montevideo	Oct. 21	Nov. 8
Empress of Russia	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

Passages Fare Hongkong to United Kingdom.

EXPRESS OF RUSSIA	EXPRESS OF JAPAN
16,850 Tons Reg.	8,000 Tons Reg.
EXPRESS OF ASIA	8,000 Tons Reg.
16,850 Tons Reg.	8,183 Tons Reg.

Fares & Ballage Subject to change without notice.

Fares and other information please apply:

HONGKONG OFFICE.

Telephone 747.

Cable address: CANADIAN PACIFIC.

CANADIAN PACIFIC OCEAN SERVICES

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES:

Regular Sailings to

NEW YORK

via Panama Canal.

S.S. "BOLTON CASTLE" Sailing on or about 31st May.

LLOYD TRIESTINO

For SHANGHAI & YOKOHAMA
 S.S. "PERSIA" Sailing on or about 29th June.

For BRINDISI, VENICE & TRIESTE via SINGAPORE
 PENANG & COLOMBO

S.S. "AFRICA"

Sailing Tuesday, June 1st, Noon.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAVA.

S.S. "BORNEO MARU" Sailing on or about 11th June.

For JAPAN.

S.S. "SAMARANG MARU" Sailing on or about 9th June.

OCEAN TRANSPORT Co., Ltd.

(TAITO, KAIUN, KAISHA)

Steamship Service Trans-Pacific

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO.

In conjunction with the

INDO CHINA STEAM NAVIGATION CO. LTD.

AND AFAR LINES.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Agents.

110

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "WEST CONOR" Beginning of June for Baltimore, via Suez and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions.

Cable Address: "PACIFIC MAIL."

Telephone 147.

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports

Cargo to Overland Points U.S. in connection Great Northern, Northern Pacific

and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU ... Tuesday, 16th June, at 11 a.m.

TAJIMA MARU (calling Manila & Keelung) ... Wednesday, 30th June, at 11 a.m.

KATORI MARU (calling Manila & Keelung) ... Friday, 2nd July, at 11 a.m.

KASHIMA MARU (calling Manila & Keelung) ... Monday, 16th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said and Marseilles.

KITANO MARU ... Friday, 11th June, at Noon.

INABA MARU ... Friday, 25th June, at Noon.

KAMO MARU ... Friday, 9th July, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo

Suez and Port Said.

TSURUGA MARU ... Monday, 21st June

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and

Port Said.

TOKIWA MARU ... End of June.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.

NIKKO MARU ... Wednesday, 21st July, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroa,

San Francisco, Panama & Colon.

TOYOOKA MARU ... Middle of June.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of July.

BOMBAY & COLOMBO via Singapore.

BOMBAY MARU ... Thursday, 10th June.

TAJAN MARU ... Saturday, 12th June.

CALCUTTA & BANGALORE via Singapore & Penang.

SHINGO MARU ... Wednesday, 9th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 25th June, at 11 a.m.

AKI MARU ... Wednesday, 21st July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

AWA MARU ... Wednesday, 2nd June.

KAMO MARU ... Thursday, 3rd June, at 11 a.m.

SHINGO MARU ... Saturday, 5th June.

MEIKO MARU ... Monday, 7th June.

HEIMEI MARU ... Monday, 7th June.

For further information apply to:- NIPPON YUSEN KAISHA.

Telephone Nos. 192 & 193.

S. TASUDA, Manager.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia (Lv. Hongkong for Australia)

"CHANGSHA" 17th June 22nd June

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply

of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light

throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried.

Reduced Fares. Cargo loaded through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to:- BUTTERFIELD & SWIRE, Agents.

SERVICE to UNITED STATES

NEW YORK and/or BOSTON

via Panama

S.S. "WYTHEVILLE" Sails about June 29th

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

Telephone 1477 & 1478

AGENTS.

5th Floor, Hotel Mansions.

THE CHINA & AUSTRALIA S.S. CO.

For MELBOURNE & SYDNEY via MANILA, SANTAPAN & QUEENSLAND PORTS

"GAB

AMERICAN & ORIENTAL LINE

For HAVANA & NEW YORK via Panama Canal.

Subject to change without notice.

ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & HAMBURG ... "KATHLAMBA" ... Second half July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.

Sole Agents & Co., Canton.

General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For

Steamer

To Sail

SWATOW and BANGKOK	"CHUSAN"	On 1st June, 11 A.M.
AMOI, SHANGHAI & PUKOW	"SUIYANG"	On 2nd June, 4 P.M.
SHANGHAI	"SUNNING"	On 3rd June, Noon.
SHANGHAI and TIENTSIN	"TEAN"	On 5th June, 4 P.M.
WATSWAY, CHANGCHOW, TIENTSIN	"BUICHOW"	On 6th June, 3 P.M.
SWATOW & BANGKOK	"CHENGTHU"	On 8th June, 11 A.M.
AMOI, SHANGHAI & PUKOW	"SHANTUNG"	On 8th June, 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to Yantai and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Lights and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI AND FOOCHOW

AND RETURN:

(Occupying 9 to 10 Days).

"HAICHING"	Capt. A. H. Stewart	TUESDAY, 1st June, at 2 P.M.
"HAIKONG"	Capt. J. S. Thomson	FRIDAY, 4th June, at 2 P.M.
"HAIHONG"	Capt. W. C. Plummer	TUESDAY, 8th June, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO., General Manager.

NEW YORK DIRECT.

(Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"DEUCALION" ... via Suva ... 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.
REES & CO. CANTON.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN G.

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND.

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"DELTA"	8,000	5th June.	MARSEILLES, LONDON & ANTWERP.
"NELLORE"	7,000	18th June.	Marseilles, London & Antwerp.
"KARNATA"	8,000	27th June.	Do.
"DEVANHA"	8,100	17th July.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"ARRATON, APCAR" 4,500 9th June 1 P.M. Straits, Rangoon & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"KIDDERPORE" (cargo only)	5,200	3rd June	For Melbourne, via Sandakan, Thursday Island, Sydney & Brisbane.

SAILINGS TO SHANGHAI & JAPAN

"KARNATA"	8,000	14th June, 10 A.M.	Shanghai, Moji, Kobe & Yokohama.
"KIDDERPORE CASTLE"	8,700	5th June 3 P.M.	Shanghai Only.
"DEVANHA"	8,100	19th June.	Shanghai & Japan.
"DILWARA"	8,400	21st June.	Shanghai Only.

CALLS AT ANTWERP
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in line of the section of their P. & O. Tickets Singapore to Calcutta or Madras in line of the section of their P. & O. Tickets Singapore to Calcutta or Madras in line of the section of their P. & O. All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Passengers measuring more than 5ft. x 2ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Goods must be presented within ten days on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival. Here, after which date they cannot be recognised. No Claims will be admitted after this goods have left the Godowns.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.



TRANS-PACIFIC PASSENGER SERVICE.

Operating the following U.S. Shipping Lines Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"CROSSKEYS"	About June 15th.
"ICONIUM"	About June 22nd.
"WHEATLAND MONTANA"	About July 12th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"MONTAGUE"	About June 15th.
"WABAN"	About June 22nd.
"ABERROO"	About July 10th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to—

THE ADMIRAL LINE.

Fifth Floor, Hotel Manukou.

Telephone 2477 & 2478.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" June 3rd, "CHINA" July 3rd, "NILE" June 19th.

[An unsurpassed high-class passenger service.]

O. H. RUTHER, Freight Agent, 1st Floor, 100, Queen's Road, Hongkong.

Telephone, Passenger Dept. 1831, Freight Dept. and Agents 2161.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SIBERIA MARU	20,000	June 13th (from Yokohama)
SHINYO MARU	22,000	June 17th.
PERSIA MARU	20,000	July 5th.
KOREA MARU	20,000	July 14th.

* Calling at Keelung

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, ALLAO, ARICA

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,200	July 12th.
ANYO MARU	18,400	Sept. 2nd
SEIYO MARU	14,000	Nov. 9th

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

For all information as to rates, freight space, sailings, etc., apply to—

Y. TSUTSUMI, Manager, King's Building.

Telephone 2374 and 2376.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DISPATCHES, STEAMERS & DEPARTURES, SAILING DATES.

SHANGHAI, KOBE, YOKOHAMA ... "AMAZONE" ... 10,000 ... On or about ...

SHANGHAI (Only) ... "CORDILLERE" ... 10,000 ... On or about 2nd June.

SAIGON, COLOMBO, ... "PORTHOUS" ... 20,000 ... On or about 22nd June.

PORT SAID, ... "PORTHOUS" ... 20,000 ... On or about 22nd June.

CARGO BOAT FOR PORT

SAID, HAYRE AN, ... "LIEUTENANT DE LA TOUR" ... On or about 19th June.

TWERP and LONDON

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. BODENFUSCH, Agent, Queen's Building.

Telephone 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) ... Wednesday, 16th June.

"HIMALAYA MARU" ... Sunday, 11th June.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU" ... Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU" ... Friday, 4th June.

"GANGES MARU" ... Tuesday, 29th June.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service

"UNNAN MARU" ... Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" ... Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"CHICAGO MARU" (call at Manila) ... Tuesday, 8th June.

"ARABIA MARU" ... Tuesday, 29th June.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"AMAZON MARU" ... Saturday, 28th June.

JAPAN PORTS—Moji, Kobe, Yokohama and Yokohama.

"KOSOKU MARU" ... Sunday, 20th June.

KEELUNG via SWATOW & AMOI

have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 28th June.

TAKAO via SWATOW & AMOI

"KOSOKU MARU" ... Thursday, 2nd June.

"SHISEN MARU" ... Monday, 14th June.

For Takao (direct)

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 & 745.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE.

HONGKONG TO

LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARDS ABOUT SAILING ABOUT

S.S. WEST HIXON ... June 17th.

S.S. WEST HIXON ... July 12th.

S.S. WEST HIXON ... Aug. 12th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en-route. Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif. Hongkong Office—Prince Building, Chater Road. Tel. No. 1092.

Branch Office—Kobe, Shanghai. CHAS. E. RICHARDSON, General Agent for South China.

